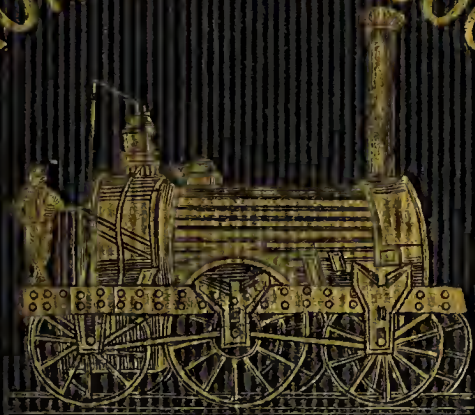


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IRON ROAD BOOK



COGHLAN'S
LONDON BIRMINGHAM & LIVERPOOL
RAILWAY COMPANION
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THE
IRON ROAD BOOK

AND
RAILWAY COMPANION

FROM
LONDON
TO
BIRMINGHAM, MANCHESTER,
AND
LIVERPOOL,

CONTAINING AN
Account of the Towns, Villages, Mansions, &c.

ON EACH SIDE OF THE LINE;
Times of Arrival and Departure of the Trains

AT THE SEVERAL STATIONS,
Coaches and Omnibuses to the Towns in the Vicinity,
WITH
TABLES OF DISTANCES AND FARES FROM STATION TO STATION.
&c. &c.

Illustrated with Maps of the entire Line.

By **FRANCIS COGHLAN,**
Author of Guides to 'Paris,' 'St. Petersburg,' 'The Rhine,' 'Belgium,'
'Switzerland,' 'London,' &c.

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1838.

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INTRODUCTION.



LONDON AND BIRMINGHAM RAILWAY.

THE Act of Parliament for forming this great undertaking was obtained in May 1833, and the works were commenced in June 1834.

In July 1837, $24\frac{1}{2}$ miles of the line, adjoining London, were opened to the public. Seventy-seven miles are now opened (viz. forty-eight from the London end, and twenty-nine from the Birmingham end) and in the ensuing autumn the whole of the line will be completed.

Embankments, &c.

A level line for the Railway was obtained by cutting through the hills, and using the earth therefrom to form embankments. The country throughout is of an undulating character, so that there is scarcely a mile throughout the whole length in which cuttings or embankments were not necessary.

16 Dec. 59 J. Harris Fletcher = 1838a

The width of the embankments on the top, and of the excavations at the bottom, is 33 feet.

The greatest height of an embankment is 45, and the greatest depth of an excavation is 65 feet.

The greatest slope of the sides of the excavations is 3 in inclination to 1 in height, the least $\frac{3}{4}$ to 1. The greatest slope of the sides of the embankments is 3 to 1, the least 2 to 1.

The slopes of the excavations and embankments are all neatly trimmed down. Some are covered with the turf originally taken from the surface; others are sown with grass seeds; and many of the embankments near Coventry are planted with young trees.

The number of cubic yards of earth moved in forming the line will be, when completed, upwards of 16,000,000; nine-tenths of which will be used in forming the embankments, the remainder being formed into spoil banks or spread on the adjoining lands.

The number of embankments is 130, and of cuttings the same. The greatest length of any one embankment is $1\frac{2}{3}$ mile, and of a cutting $2\frac{1}{2}$ miles.

At the bottom of each embankment, and at the top of each excavation, there is a space of 10 feet on each side, to allow of a hedge, a post and rail, and a ditch.

Bridges.

The span of the bridges where the turnpike and other roads pass under, and the width between the parapets where they pass over, is in no case less than 15 feet; and from the road to the soffit of the arch,

the height is not less than 16 feet. The inclination of the roads, where altered, is never more than 1 in 30 for turnpike roads, and never more than 1 in 13 for other roads.

The span of the bridges, where the Railway passes under, is 30 feet, and the height not less than 16 feet.

Gates.

In some few cases the Railway crosses roads of small traffic on a level. Wherever this occurs, gates are erected and persons stationed; the gates being so contrived as to close either across the railway or across the road. Immediately that a train of railway carriages is in sight, the gates are closed across the road; and as soon as the train is passed, the gates are shut across the railway, and the communication by the road again opened. To give notice to the gatekeeper, in the event of his not being on the alert, the engine-man turns the waste steam of the locomotive into a pipe contrived for the purpose, this causes a shrill whistle, which may be heard at a great distance.

No turnpike-roads are passed on a level.

Tunnels.

Where the height of the ground is very considerable tunnels are driven: of which there will be seven, of the lengths of 1,105, 313, 1,786, 352, 272, 418, and 2,398 yards, together about $3\frac{3}{4}$ miles.

The greatest width of the tunnels within the walls is 24 feet; the greatest height above the rails 22 feet.

In the short tunnels, the shafts used for working (and which are 8 feet diameter in the clear) are fully sufficient for ventilation. In the tunnel near Watford, there is, besides these working shafts, which are four in number, a shaft expressly made for ventilation, the superficial area of which is 750 feet. In the tunnel of 2,398 yards there will be two ventilating shafts of this description.

The air that would become contaminated in a tunnel by a locomotive engine with its train passing through it, supposing there were no ventilating shaft whatever, is $\frac{1}{430}$ th part of the whole. The air of a crowded church or theatre is a thousand times more injurious; if, indeed, such a term can at all be applied to a railway tunnel.

In the tunnels now opened, not the slightest inconvenience is experienced in passing through, either from insufficient ventilation, or from any other cause. I can vouch for this fact, having been in the tunnels when a train has passed through.

Inclinations.

Between the extremities of the line are five ridges, separated by six valleys, varying in depth: it became consequently necessary that the line should rise and fall. But in no case does any inclination exceed 1 in 304, or 16 feet in a mile, if we except a portion of the first mile from London, between Euston Grove and Camden Stations, for the working of which a stationary engine is employed. The

ropes to draw up the carriages on this part of the line are 4,000 yards in length, 7 inches in circumference, and the weight of each is about 12 tons.

Omitting this part of the line, and taking the part worked by locomotives, 13 miles are level, $51\frac{3}{4}$ are at inclinations varying from 1 foot to 14 feet, and $46\frac{3}{4}$ at inclinations between 14 and 16 feet.

The following are the levels of the different parts of the line above the level of the sea:—

Distance from Station at Euston-grove.	Level above the sea.
Miles.	Feet
1 $\frac{1}{4}$ Passengers and goods station, Camden-town	120
3 $\frac{1}{4}$ Brent Valley	112
14 $\frac{1}{4}$ Oxhey Ridge (near Watford)	240
16 $\frac{3}{4}$ Colne Valley	229
31 $\frac{1}{4}$ Tring Ridge	420
54 $\frac{1}{4}$ Ouse Valley.....	259
60 $\frac{1}{4}$ Blisworth Ridge (near Northampton)	358
65 $\frac{1}{4}$ Nen Valley.....	319
77 $\frac{1}{4}$ Kilsby Ridge (near Daventry).....	395
91 $\frac{1}{4}$ Avon Valley	263
98 $\frac{3}{4}$ Reaves Green Ridge (near Coventry)	377
102 $\frac{1}{4}$ Blythe Valley.....	320
112 $\frac{1}{2}$ Birmingham Station (Nova Scotia Gardens)....	368

The Birmingham station is thus 248 feet higher than that at Camden Town; and the difference of level between the Brent valley and the Tring ridge is 308 feet (in a length of 28 miles.)

From the Camden dépôt to Birmingham, $54\frac{3}{4}$ miles are ascending, $43\frac{3}{4}$ descending, and 13 level.

The number of times the gradients change between one end of the line and the other is 44.

The greatest continued length of level line is $3\frac{1}{4}$ miles. The greatest length of any gradient is $7\frac{1}{2}$ miles. The greatest continued length of inclination, in one direction (that inclination varying from one gradient to another) is $14\frac{1}{4}$ miles.

The curves along the line are numerous; but there are none of less than a mile radius, excepting close to the station at Euston Square and Camden Town,

Rails.

The total length of the line is $112\frac{1}{2}$ miles. The part between Euston Grove and Camden stations is laid with four double lines of rails; the remainder with two double lines. The sidings, or passing-places, with the stations, &c., make an addition of $\frac{1}{10}$ th to the quantity of the rails, so that there will be about 125 miles of double line of railway.

The width of each double line of way is five feet. The space in the centre, between the lines, is six feet. The rails used on the line are all of malleable iron. Those originally laid upon the Liverpool and Manchester line were of the weight of 35 lbs. to the yard; but they have been found insufficient for the immense traffic, and they have accordingly been increased. On the London and Birmingham line 10 miles are laid with rails of unequal depth, termed fishbellied, 50lbs. to the yard; 25 miles with parallel rails, 65lbs to the yard; and the remainder with parallel rails, 75lbs. to the yard.

The rails are supported by cast-iron chairs, or

pedestals (of an average weight of about 25lbs.) fixed to stone blocks or wood sleepers; a piece of felt being placed between each chair and block. The chairs under the 50lbs. rails are 3 feet from centre to centre, under the 65lbs. rails 4 feet, and under the 75lbs. rails they were intended to have been 5 feet; but, this latter bearing having been considered too great, has been altered to 3 feet 9 inches in the cuttings and small embankments, and to 2 feet 6 inches on the higher embankments.

The rails are raised above the ground rather more than an inch; they are wedged to the chairs with oak keys.

Sleepers.

The stone blocks under the chairs are 2 feet square and 1 foot deep, excepting those under the joints of the 75lbs. rails, which are 1 foot 3 inches deep. They are laid in a direction diagonally to the rails. The descriptions of stone are various,—viz. Granite, Limestone, Portland, Bramley Fall, and Whitby.

The sleepers are mostly of larch and oak, some few are of beech; all 9 feet long, 9 inches wide, and 5 inches deep.

The blocks are used in the excavations and on the smaller embankments; the sleepers on the large embankments.

The chairs are attached to the blocks by drilling two holes in each block, into which oak trenails, or plugs, are driven, and a spike inserted through them

and the chairs. The chairs are attached to the sleepers by a couple of pins, or spikes.

The trenails are 6 inches long, with a hole bored through for the spike.

The ballasting of the line is about 2 feet in thickness, being 10 inches under the bottom of the blocks, and 18 inches under the sleepers. Open brick drains, to take off the soakage, are laid along the centre of the ballasting, and each side in the excavations.

Where the common roads pass the railway on a level, the part of the road between and on each side of the rails is paved with granite carriage-way paving.

The number of men originally employed daily on the line in the actual works of the contract, since the works have been in full operation, is 12,000. This is exclusive of brickmakers, employed by the contractors, the number of whom on the line during the season (from April to September) is from 700 to 800.

Engines.

The locomotive power employed in transporting passengers and goods on a railway is simply that of the high-pressure steam-engine, adapted to a carriage, and accompanied by a tender to supply it with fuel. The carriages containing goods and passengers are connected in a train behind.

The engines used at the present day weigh about 10 tons; the tender, with its water and fuel, weighs about 3½ tons. The cost of an engine and tender is

about £1,200; and the annual cost of repairs to an engine in constant use may be estimated at £800. The consumption of coke is about 600lbs. per hour.

An engine of the above description will transport from 100 to 240 tons on a level line, at a rate of from 10 to 12 miles an hour, with a working steam pressure of 50lbs. to the square inch. Each boiler has two safety valves, one of which is placed wholly out of the power of the engine-man to tamper with. In some of the boilers there is also a hole bored at a level below that at which the water ought to stand, into which a plug is soldered with lead. If, therefore, by any means the water should fall below that level, the solder becomes melted, and the plug falling out, affords a vent for the steam, and thus renders it wholly impossible for the boiler to burst.

It is to be borne in mind that the great superiority of a railway with locomotive engines over a common road, becomes materially diminished, if the road is not an exact level. At great inclinations the power is entirely lost. With an incline of 1 in 200 it is less than one-half; at 1 in 50 an engine will but just draw itself, and at 1 in 12 it will not ascend at all; the force exerted causing the wheels to turn round on the same spot, instead of advancing.

It is also of great importance to avoid abrupt curves or sudden turnings. The character of the country through which a railway passes, or the avoidance of particular estates, render curves oftentimes compulsory, but they are not of a less

radius than a mile, unless near a stopping-place. Means have been provided to assist in a slight measure the engines going up an inclination by making use of a little additional pressure of the steam, by partially stopping at the time the flow of water to the boiler. But even this will not compensate for an incline, however trivial. In the part of the London and Birmingham line now open, in which the line chiefly rises from London, although the rise in no part exceeds 1 in 304, still there is generally a difference in the time of travelling to and from London. The speed, however, in both directions, will be greater when the whole of the line is opened ; —a consummation devoutly to be wished.

Advantages.

The dangers of travelling upon ordinary roads are considerably greater than by railways. This will be obvious, when we reflect that upon the inside of the wheels of railway carriages there is a flange, or guide, which effectually prevents them, by any means, getting off the rail. On a common road, on the contrary, the carriage has no hold whatever of the ground beyond that which gravity gives it, and is liable to be deranged from many causes.

The importance and benefit of railway communication, not only to London, but to the most distant parts of the kingdom, must be so evident, that any attempt on my part to point out either the one or the other, would, no doubt, be considered superfluous.

but I cannot help expressing my ardent hope, that “poor ould *Ireland*,” the land of my birth, will derive some advantage from the facility of communication between the two capitals. In twenty-four hours, by the art of man, we are enabled to reach *Dublin* from London, by a transit so easy, and at so moderate an expense, that surely the friends of the country will visit it—to see, to admire, and to suggest plans for its improvement. Let its enemies visit it, and their prejudices must be removed; they yet *know it not*. Who that *has* ever visited that fine, but ill-used country, has not returned convinced of its inexhaustible resources, though doomed by a combination of events to be the most degraded and impoverished country in Europe? What impartial observer but would bear testimony to the bravery, talent, and the hospitality of its sons? “Alas, my poor country! Would that I could do more!”

Constables

Are placed at distances from one mile to one mile and a half along the entire line. Each man is furnished with two flags, red and white, during the day, and a lamp at night—which is made to show either a white, green, or red light. The first announces to the engineer of the approaching train that there is no impediment; the green colour directs him to slacken the speed of the train, and the red to stop it as soon as possible. The flags are used for a similar purpose, except that upon seeing the red flag, the engineers

lessen the speed, which renders a green flag unnecessary. The inspector at each station has a portion of these men under his orders ; they are on duty—that is, walking backwards and forwards on their beat—from half an hour before the passing of the first train in the morning till after the passing of the last train at night. I can vouch to their promptitude from personal knowledge, having spoken with every man from London to Birmingham, when I surveyed the line, for the purpose of giving the public a correct description of every part from my own observation ; and I am convinced that, were the Directors themselves placed on the line, they could not display greater anxiety than these men do for the protection and safety of those travelling on the railway. Each man, besides being in the employ of the Company, is sworn as a county constable ; they receive the same pay, and wear a dress similar to that of the metropolitan police, except in colour, which is green. Watch-boxes are placed at certain distances on the line, to protect the men from bad weather.

Receipt Tickets.

On paying your fare at either of the Booking offices in London or at the stations, tickets are given, coloured according to the class carriage you are going in. In London they give pink for the first class, white for the second : along the line, and at Birmingham, the colours are—first class, yellow, second,

blue. These tickets are taken from passengers at the end of their journey, but must be shown at Denbigh Hall and Rugby. When you arrive at the former place, on your way to Birmingham, and leave the trains, show your ticket, presenting it open; and, according to the colour, a card will be given, marked C. or B. (coach or omnibus), and numbered; this entitles the holder to a seat in one of the conveyances, which are also numbered. When the passengers have taken their seats, a person collects the cards, a bell rings, and away they go, like so many stage-coaches starting for the St. Leger. At the period I visited this now celebrated spot (April 24th), nine conveyances started, each taking fifteen persons, making one hundred and thirty-five; but as the season advances, the Company will no doubt be obliged to increase the number of coaches.

The contractors, Messrs. Chaplin and Horne, with a view to prevent any inconvenience or delay to passengers, either at Denbigh Hall or Rugby, have placed a responsible person at each station, whose business is to superintend the transfer of travellers, and by whose indefatigable exertions much confusion is avoided. Complaints (should any just cause arise) ought to be made to Mr. Franklin, at Denbigh Hall, and Mr. Bretherton, at Rugby.

Luggage.

Much anxiety is frequently evinced on the part of travellers respecting their trunks, carpet-bags, hat-

cases, &c. Indeed, as there are generally between one and two hundred passengers by the same train, there must be a great quantity of luggage, and being unacquainted with the arrangements of the Company for the speedy and safe conveyance of it between Denbigh Hall and Rugby, the passengers are frequently heard exclaiming, "Where's my trunk?" "Where's my portmanteau, marked L.L.D., A.S.S.?" "Pray, Mister Porter, have you seen my bonnet-box? I am sure my best Tuscan will be squeezed to atoms!" — "Oh dear! such quick travelling, that one flies away from one's things!" The fact is, that to prevent the unnecessary delay of unloading at Denbigh Hall, and re-loading at Rugby, a road van is filled with the luggage destined for Birmingham at the Euston-square station. On the arrival of the train at Denbigh Hall, this van is taken off the train, four horses are put-to, and it is immediately forwarded to Rugby, where it is again attached to the train. In this manner the invisible luggage reaches its destination, without being disturbed, from London to Birmingham. The luggage of those who stop at any of the intermediate places are placed on the roofs of the carriages, and there are lockers under the seats, into which carpet bags, hat-cases, or small parcels, can be conveniently put. It would save some trouble and anxiety to travellers were they to *see* their small parcels put under the seat of the carriage in which they place themselves, and the larger description placed upon the roof of the same conveyance, between

Denbigh Hall and Rugby. *Always have your name and destination affixed to each piece of luggage*; by this means, in case of its being mislaid, it would be forwarded to the nearest station, where it can be reclaimed. There is, I think, even now, scarcely a possibility of luggage being lost—much less when the whole line is open.

I could not help noticing the awkwardness of many of the *green* porters—particularly at Rugby.

Choice of Carriages and Seats.

It was the original intention of the Company, by numbering the seats of the carriages, to give the passengers tickets accordingly; and I believe the plan was acted upon for a short time, but found to cause much confusion, and was therefore abandoned. Indeed, allotting particular seats to the concourse of persons travelling by the railway would be almost impossible. The method of numbering the seats in public conveyances is almost universally practised on the Continent, with great facility and benefit to the passengers; and if adopted in our mails and stage-coaches, would be the cause of preventing the disagreeable squabbles for places which so often occur.

In the mails and first-class carriages, where all the seats are alike comfortably fitted up, I should imagine that preference cannot possibly exist. Ladies have not even the old fashioned excuse of, "Can't sit with my back to the horses;" for should there be

any horses attached to the train, they will be found where my countryman found his coat-tails—*behind*. The stage-coach passengers' rule is now applicable to railway *coaches*, and the first comer has the choice of seats, which, like the choice of seats at a rubber of whist, is all *fancy*. In the second-class carriages, or rather *waggon*s, there is certainly a preference to be observed. In the first place, get as far from the engine as possible—for three reasons:—*First*, should an explosion take place, you may happily get off with the loss of an arm or a leg—whereas if you should happen to be placed near the said piece of hot machinery, and an unfortunate accident really occur, you would very probably be “*smashed to smithereens*,” as Brother Jonathan most expressively terms the likely result of such an occurrence. *Secondly*—the vibration is very much diminished the further you are away from the engine. *Thirdly*—always sit (if you can get a seat) with your back towards the engine, against the boarded part of the *waggon*; by this plan you will avoid being chilled by a cold current of air which passes through these open *waggon*s, and also save you from being nearly blinded by the small cinders which escape through the funnel. A screen of fine gauze fastened at the top of the funnel would prevent this, and in no way interfere with the smoke.

Stations.

The principal stations at present are—at WATFORD, TRING, DENBIGH HALL, RUGBY, and COVEN-

TRY. At each of these places, two clerks, a police inspector, and several policemen and porters, are in attendance. At the secondary stations, which are the *Harrow*, *Boxmoor*, *Berkhampsted*, and *Leighton Buzzard*, there is but one clerk, an inspector, and a less number of policemen and porters. At all the stations accommodation has been provided for the passengers, both on arrival and departure. Denbigh Hall will be but a secondary station when the line is open to Wolverton; this will account for the want of those substantial buildings which are found at Rugby and the other principal stations.

Under the head of the respective stations will be found the exact time when the trains arrive, both up and down: but I would recommend every person to be there at least a *quarter* of an *hour* before the time specified.

Regulations.

Time of Departure.—The doors of the booking-office will be closed precisely at the time appointed for starting; after which no passenger can be admitted.

Luggage.—Each passenger's luggage will be placed on the roof of the coach in which he has taken his place; carpet bags and small luggage may be placed underneath the seat opposite to that which the owner occupies. No charge for *bonâ fide* luggage belonging to the passenger under 100lbs. weight; above that weight a charge will be made at the rate of 1d. per

pound for the whole distance. The attention of travellers is requested to the legal notice exhibited at the different stations, respecting the limitation of the Company's liabilities to the loss or damage of luggage.

Gentlemen's Carriages and Horses.—Gentlemen's carriages and horses must be at the stations at least a quarter of an hour before the time of departure. A supply of trucks will be kept at all the *principal* stations on the line; but to prevent disappointment, it is recommended that previous notice should be given, when practicable, at the station where they may be required. No charge for landing or embarking carriages or horses on any part of the line.

Road Stations.—Passengers intending to join the trains at any of the stopping places are desired to be in good time, as the train will leave each station as soon as ready, without reference to the time stated in the printed tables, the main object being to perform the whole journey as expeditiously as possible. Passengers will be booked only conditionally upon there being room on the arrival of the trains, and they will have the preference of seats in the order in which they are booked. No persons are booked after the arrival of the train. All persons are requested to get into and alight from the coaches *invariably* as directed by the conductor, as the only certain means of preventing accidents.

Conductors, Guards, and Porters.—Every train is

provided with guards and a conductor, who is responsible for the order and regularity of the journey. The Company's porters will load and unload the luggage, and put it into or upon any omnibus or other carriage at any of the stations. No fees or gratuities allowed to conductors, guards, porters, or other persons in the service of the Company.

Smoking, Selling of Liquors, &c.—No smoking will be allowed in the station-houses, or in any of the coaches, even with the consent of the passengers. No person will be allowed to sell liquors or eatables of any kind upon the line.—The Company earnestly hope that the public will co-operate with them in enforcing this regulation, as it will be the means of removing a cause of delay, and will greatly diminish the chance of accident.

Parcels.—The charge for parcels, including booking and delivery, are as follows :

	per lb.
Under 50 miles, under 28lbs.	1s. 2d. above, 0½d.
Above 50 miles, under 20lbs.	1s. 8d. above, 1d.

NOTICE.

The author of the *Iron Road Book* having walked the entire line of Railroad now open, between London and Birmingham, at great personal fatigue (as by no other means could a correct description of the line be given), considers it necessary to state that a great number of the places described *cannot be seen from the line*; the barrenness of the immediate neighbourhood of the railway has, however, been supplied by giving descriptions of the most interesting towns and villages on either side, although not distinguishable from the carriages. In other respects, the correctness of the work may be depended upon, as far as time, expense, and fatiguing exertions could make it.

London, May 16th 1838.

THE RAILWAY COMPANION.

OMNIBUSES leave the booking-offices with passengers and their luggage, for the station at Euston Square, three-quarters of an hour before the starting of each train. For this conveyance a charge of sixpence is made. By a wise regulation of the Railway Companies, that annoying practice of *hat touching*, first from the porter, then from the coachman, then from the guard, and then from the guard's cad, is entirely abolished. The public will *feel* the benefit of this reform more than all the cheese-parings of either Whig or Tory! I believe the spirited coach proprietors, Messrs. Chaplin and Horne, have abolished all fees to their servants working the branch coaches connected with the Railway. *Lubin Log* was quite out when he said, giving to coachmen and guards was "*quite hoptional*,"—at least, I never found it so.

The attention of travellers is directed to an article under the head "Waiters and Chambermaids," at the end of the description of Birmingham.

Routes of Omnibuses,

To and from the Euston Square Station.

SPREAD EAGLE, *Gracechurch-street*, passing through Cheapside, Newgate-street, calling at the GEORGE AND BLUE BOAR, *Holborn*, Red Lion-street, Lamb's Conduit-street, Brunswick-square, Hunter-street, Judd-street, and New-road, to the station.

SWAN WITH TWO NECKS, *Lad-lane*, and CROSS KEYS, *Wood-street*, Cheapside; along St. Martin's-le-grand, Aldersgate-street, Goswell-street-road, to the ANGEL, Islington, and New-road to the station.

GOLDEN CROSS, *Charing-cross*, and *Regent-circus*, *Piccadilly*, by John-street, Portland-road, and New-road, to the station. Passengers will be called for, if residing in the line from the office to the station.

Places and parcels are booked to Birmingham at the above offices.

An office at Euston Station is appropriated to Messrs. Chaplin and Horne, for the purpose of transacting their business generally, in connexion with the Company, and for booking passengers to the following places:

For Oxford—*viâ* Tring, at one and five P.M.

Tamworth, Atherton, Hinckley, Lutterworth, Worcester, Lincoln, Stamford, Kettering—*viâ* Denbigh Hall, half-past seven A.M.

Derby, Nottingham, Leicester—*viâ* Denbigh Hall, nine and half-past eight.

Northampton—*viâ* Denbigh Hall, half-past seven, nine, one, and half-past eight..

Banbury, Buckingham, Brackley—*via* Denbigh Hall, one P.M.

Messrs. Chaplin and Horne have entered into a contract to convey all passengers and parcels from Denbigh Hall, the terminus on the London side, to Rugby, the terminus on the Birmingham side. Their arrangements are so complete, that no apprehension need be felt by travellers, as to proceeding at once to Rugby, on the arrival of the trains.

The Railway Companies engage to perform the entire journey from London to Liverpool, a distance of 212 miles—that is, 114½ from London to Birmingham,* and 97½ from Birmingham to Liverpool—in fourteen hours, allowing ample time for refreshment.

Fares from London to Birmingham.

First-class coach	£1 10 0
Second-class coach	1 0 0
Children under ten years of age half price.	
Gentlemen's carriage, four wheels ..	2 10 0
Ditto, two wheels	1 17 0
One horse	1 13 0
Two horses	2 13 0
Three horses.....	3 7 0
Dogs	0 10 0

Passengers, if belonging to and riding in gentlemen's carriage, servants and grooms in charge of horses, pay the full fare to Birmingham.

The first-class coaches carry six inside, each seat being numbered, and divided by arms; and the mails four inside, one compartment of which is convertible

* The distance will be something less when the entire line is opened.

into a bed-carriage, if required. The second-class waggons have a roof only, have no lining, no cushions, no divisions of the compartments, no windows. The first-class carriages have seats on the roof for the accommodation of those who prefer riding outside.

Times of Departure.

The trains leave the Euston Square station as follows :

	Week days.	Sundays.
First train, to Birmingham	7½ A.M.	7½ A.M.
Second..... Do.	9½	—
*Third.....Denbigh Hall	11	9½
Fourth..... Birmingham	1 P.M.	—
*Fifth Denbigh Hall	3	—
*Sixth Do.	5 —	5 P.M.
Seventh Do. (mail) ..	8½ —	8½

The Mail Trains do *not* stop at any Station between London and Denbigh Hall. The Trains marked (*) stop for passengers at *all* the Stations. The remaining Trains stop *only* at Watford, Tring, Leighton, Denbigh Hall, Rugby, and Coventry.

On driving into the yard on the left of the grand entrance, you are set down under a portico, from which admission is obtained to the pay departments, by separate doors, which are distinguished by having the name of the class painted on large lamps above the doors; thus rendering them serviceable both at night and day. These doors are opened one hour before the starting of each train. Those persons who have booked their places at either of the offices mentioned elsewhere, merely show their ticket, and pass on either into the waiting-room or take their place in one of the carriages or waggons; those who

are not booked elsewhere, pay their fare to the clerk, who gives a receipt ticket. On entering the interior of the station, strangers cannot but be struck with the novelty of the scene. The train destined for departure is drawn up alongside a raised stone platform, protected from the weather by a light handsome shed, supported by cast-iron pillars. To the carriages are affixed boards, with the names of the various towns to which passengers can proceed by coach from the railway stations—such as Oxford, Northampton, Banbury, &c. All the passengers having taken their seats,—on the striking of the clock, the office doors are shut, and the porters and police push the train about the distance of two hundred yards.

Route.

The large building on the right is the coach-house, capable of holding upwards of two hundred carriages; here are manufactured all the second-class carriages, and the waggons for luggage, horses, and sheep. The best carriages are made by various coachmakers in London and elsewhere. A little below this building the train is attached to a thick rope, worked by a steam engine, the Act of Parliament prohibiting the approach of the locomotive engines nearer than Camden Town, a distance of one mile and a quarter; this rope being endless, acts upon two large wheels, one at the engine, the other beneath the spot where it is attached to the train. On a signal being given by a man stationed for the purpose, this is set in motion,

—and acting in the same manner that a line revolves round the wheel of a common lathe, draws the train up to the engine in the space of three minutes. Here the panting engine is attached to her tail, which bids fair to rival the tail of the great O—; as the weather gets finer, on they stick an additional joint. Passing under *divers* bridges and roads, through tunnels, we arrive at

CAMDEN TOWN STATION.

Left.

The lofty pillars right and left are the chimnies belonging to the steam-engine, used for drawing up the trains from Euston Station.

The white building is the celebrated *Chalk Farm*; but latterly the duellists have patronized Battersea Fields, particularly since the affair between the Duke of Wellington and Lord Winchilsea. Behind this is

Primrose Hill, formerly called Greenbury Hill, from the names of the three persons who were executed for the supposed assassination of Sir Edmundsbury Godfrey, and who were said to have brought him hither, after he had been murdered near Somerset House.

Hall's Buildings, named after a brickmaker, who first made the bricks, and then built the houses, until he erected in a few years the cluster of houses now known by the above name.

Portland Town lies behind.

Right.

The pillar on the right is the chimney connected with the Coke-house, where that material is prepared for the engines.

Stanhope Arms Inn.
Engine House.

On the hill is the healthy and populous hamlet of *Highgate*. The name is said to be derived from the high gate, or the gate on the hill, there having been, from time immemorial, the toll-gate of the Bishop of London on the top of the hill, which is four hundred feet above the summit of St. Paul's Cathedral, and affords many beautiful prospects. Highgate is four miles north of London.

Hampstead, from its beautiful situation, is one of the most noted villages in the neighbourhood of London; it lies on the southern acclivity of a hill.

Miles.

1 $\frac{1}{4}$

Bridge

1 $\frac{1}{2}$

Excav.

Tunnel

2

Bridge

Excav.

2 $\frac{1}{2}$

Paddington will soon become as celebrated as Euston Square, it being the principal station for the Great Western Railway. The church is a handsome modern building, erected in 1788, upon the Grecian model, with a portico of the Doric order, towards the south, and a cupola on the top.

The Grand Junction Canal terminates in a basin at Paddington, after running nearly 100 miles, from the village of Braunston, in Northamptonshire, where it enters the Oxford Canal, and by which it is connected with the Coventry and Birmingham Canals, the Grand Trunk Canal, &c. thus forming a regular line of water communication from London into Lancashire and Yorkshire, and thence with the Docks, by means of the Regent Canal.

Bell Tea Gardens, the property of the Railway Company, leased for a number of years to the present occupant. It is quite amusing to notice the motley groups assembled every evening, particularly on Sundays, to see the trains.

From this spot, a better view of *Portland Town* is obtained.

Farm House.

2 $\frac{3}{4}$

Bridge

3

3 $\frac{1}{8}$

Bridge

3 $\frac{1}{4}$

Emban.

3 $\frac{1}{2}$

Level

3 $\frac{3}{4}$

Bridge

Excav.

4

Bridge

about four miles from St. Giles's Church. The fine views of the metropolis, and the distant country, which are to be seen from the heath, and from most parts of the hill on which the village is situated, are not the only beauties. The home landscape, consisting of broken ground, divided with enclosures and well planted with elms and other trees, is remarkably picturesque.

The parish of Hampstead lies in the hundred of Ossulston, and is bounded by Hendon, Finchley, Pancras, Mary-le-bone, Paddington, and Wilsden. It contains 2,169 acres of land, of which a very small portion is arable.

On the side of Hampstead Hill, to the east of the town is a spring of mineral water, strongly impregnated with iron.

Some Roman antiquities, consisting of sepulchral urns, vases, earthen lamps, &c., were dug up in the Well Walk at Hampstead, in the year 1774.

Kilburn, situated on ancient Watling-street, on the road to Edgware. The houses are mostly occupied by genteel families.

There is a spring in the neighbourhood which possesses medicinal properties. A Benedictine nunnery, which was valued at the dissolution £121. 16s. formerly existed here.

Freed from the accumulated bricks and mortar of the metropolis, we begin to breathe a fresher air, and the aspect around becomes more cheerful.

The beautiful village of *Hendon* derives its name from its
c 3

Kensal Green.

A foot-path here crosses the line.

Tunnel, 313 yards in length, and has one shaft for ventilation.

Wormwood Scrubs.

Here the branch *Bristol and Thames Junction Railway* will join the *Birmingham*.

Hammersmith is seen in the distance. *Hammersmith* is noted for rare exotics, and the nursery-men in the neighbourhood are remarkable for introducing many new and beautiful plants. There are a great many handsome seats and villas about *Hammersmith*, particularly near the *Thames*. The church is very conspicuous.

Here commences a straight line of railroad, extending one mile and a-half.

4 $\frac{1}{4}$

Excav.

4 $\frac{1}{2}$

Tunnel

4 $\frac{3}{4}$

Excav.

5 $\frac{1}{8}$

Bridge

5 $\frac{1}{4}$

5 $\frac{1}{2}$

Bridge,

Level

5 $\frac{3}{4}$

6

elevated situation. The village is scattered over a considerable tract of ground, and consists of several detached groups of houses, known by various names.

The parish of *Hendon* is in the hundred of *Goare*, and is seven miles in length from north to south, and from two to four in breadth.

There was formerly a very remarkable cedar-tree in the garden of *Hendon-house*. It was blown down by the high wind on the 1st of January, 1779. Its dimensions were: height, 70 feet; diameter of horizontal extent of branches, 100 feet; circumference of trunk, at seven feet from the ground, 16 feet: at 12 feet from the ground, 20 feet; limbs, from 6 to twelve feet in girth.

The church is a handsome structure, consisting of a double chancel, a nave, two aisles, with octagonal pillars and pointed arches: it contains a considerable number of monuments. At the west end is a square embattled tower.

leading to the village of *Halston Green*.

Halston House, the seat of Mr. Curties, the banker.

Cross gates leading to *Acton*, which is supposed to derive its name from the number of oak trees growing there; *ac*, in the Saxon language, signifying an oak. About a mile to the north are some medicinal springs, called *Acton Wells*, which, in the eighteenth century, were in much repute: they belong to the Duke of Devonshire.

Grand Junction Canal.

Twyford Abbey, the seat of Douglas Willan, Esq.: to see it, one must look rather sharp amongst the trees.

Near this elegant mansion stands the handsome little church of *Twyford*, which displays many tasteful Gothic ornaments. There is no regular benefice attached to this church. Mr. Willan appoints the clergyman, and unites the offices of churchwarden, overseer, and beadle, in his own proper person—quite a *Caleb Quotem* in his way.

Harrow is about ten miles from London; it is situated on the highest hill in the county, and hence the name *Harrow on the Hill*, to distinguish it from *Harrow Weald*. It derives great importance from its school (the large red building), where some of the greatest men in

6
Gates

6 $\frac{1}{4}$

Emban.

6 $\frac{3}{8}$

Bridge

Emban.

6 $\frac{5}{8}$

Bridge

Emban.

6 $\frac{1}{2}$

7.

Bridge

7 $\frac{1}{4}$

Excav.

7 $\frac{1}{2}$

Bridge

Emban.

7 $\frac{3}{4}$

Bridge

8 $\frac{1}{8}$

Bridge

8 $\frac{1}{4}$

Emban.

8 $\frac{3}{4}$

Excav.

Here a neat Gothic cottage has been erected for the policeman who attends the gates; it is the only accommodation of the kind on the line, excepting at Watford Station, where a similar building, but something larger, has been erected for the inspector.

Harrow is seen on the right, although it is on the left of the line.

The neat building is *Stone Bridge*.

Public-house on the Harrow Road.

Pretty View.

Cross the river Brent by bridge of seven arches.

Oakington Farm, belonging to Mr. Gray, the horse dealer.

Here are four lines of rails.

A great curve, bringing Harrow on the left.

Wembley Green. From the hill a fine view is obtained.

The house near the line is the *Green Man Inn*.

Wembley Hall is a modern erection.

Edgeware was celebrated as containing the magnificent palace of Canons, erected in the early part of the eighteenth century by James, Duke of Chandos. It cost the duke £250,000, and it is recorded that the locks and hinges of the doors were of silver. Upon the death of the

Church and State have commenced their studies. The school was founded in the reign of Queen Elizabeth, by one John Lyon, of a neighbouring hamlet. It is much frequented by strangers, and from the hill, as may be supposed, an extensive view of the country is obtained. In and surrounding the town are many very tasteful seats, belonging to families of rank and distinction. There is a curious Norman doorway at the entrance to the church.

Pinner, about two miles and a-half from Harrow. The church is a large edifice, built chiefly of flints; in it lies the body of Mr. Holwell, who had been Governor of Bengal, and who published an account of his confinement, with many others, in the *Black-hole* in Calcutta. The living (a perpetual curacy) is a very rich one, in the jurisdiction of the Archbishop of Canterbury. Edward III. granted a charter for a weekly market and two fairs: now discontinued.

8 $\frac{7}{8}$
Bridge
9
A Level
9 $\frac{1}{4}$
Excav.
9 $\frac{3}{8}$
Emban.
9 $\frac{1}{2}$
Excav.
10 $\frac{1}{8}$
Excav.

10 $\frac{3}{8}$
Bridge

10 $\frac{1}{2}$
Level
11
Emban.

owner, this noble mansion was pulled down, and sold piecemeal to different persons. The marble staircase was purchased by the Earl of Chesterfield. The equestrian statue of George I., which now adorns Leicester Square, was in the centre of the court, and the portico was transferred to Wanstead House.

At this spot the Company will have to erect a bridge for the accommodation of persons going from the village of *Preston* to *Harrow* church.

Bentley Priory, the seat of the Marquis of Abercorn, on an elevated situation. The interior is most splendidly furnished, and comprises a suite of spacious apartments, containing a variety of paintings by some of the old masters; and a great number of valuable antique busts. The grounds cover a space of more than two hundred acres.

HARROW STATION.

11 $\frac{1}{2}$ Miles.

ARRIVAL of TRAINS from DENBIGH HALL.

Sundays.
First Train 30m. past 9
Second Train 7
Third Train passes

Week Days.
First Train passes
Second Train 9 A.M.
Third Train 11
Fourth Train passes
Fifth Train 7
Sixth Train passes
Seventh Train passes

ARRIVAL of TRAINS from LONDON.

Sundays.
First Train passes
Second Train stops at 10
Third Train 30m. past 5

Week Days.
First Train passes
Second Train passes
Third Train 30m. past 11
Fourth Train passes
Fifth Train 30m. past 3
Sixth Train 30m. past 5
Seventh Train (Mail) .. passes

Left.

*Distances of Towns and Villages
from this Station.*

	Miles.
Greenford	5
Ickenham	6 $\frac{1}{4}$
Northolt	3 $\frac{1}{4}$
Pinner	2
Ruislip	5 $\frac{1}{4}$
UXBRIDGE	8 $\frac{1}{4}$

Road to Harrow Weald.

Gates leading to *Pinner Park*,
the residence of Mr. Walkden.

Pretty place, side of the
bridge, belonging to another
horse-dealer, Mr. Tilbury.

Watford Heath.

Osney Farm.—The building
standing in the fields is a chapel.

Right.

*Distances of Towns and Villages
from this Station*

Edgeware	4 $\frac{1}{2}$
Elstree	5
Kenton	2
Stanmore	2 $\frac{1}{2}$

Near the Station, is a public-
house, formerly the "*King—Bi-
shop,—and Soldier*,"—alias "*The
Railway Tavern*,"—and now
rejoicing in the name of "*The
Queen's Arms*." Notwithstand-
ing it has—or had—so many
fine names, the accommodation
is of the commonest description.
Those who stop at this station
should go at once to Harrow,
where there are two good inns,
the *Crown and Anchor*, and
King's Head.

White House, occupied by
Mr. Monro, the Curate of Har-
row Church.

leading to

Stanmore is two miles from
Edgeware; it was at this village
the meeting took place between
the Prince Regent, the Empe-
ror of Russia, King of Prussia,
and Louis XVIII., after the
overthrow of Buonaparte.

Dr. Stukely supposes that the
ancient city of Sulloniaca, or
Suelloniaca, mentioned by An-
toninus in his Itinerary, was in
this parish, not far from Broek-
ley Hill. Camden and Norden
agree that it was on or near that
hill. Great quantities of anti-
quities, as coins, urns, gold
rings, &c. have formerly been
found in this neighbourhood.

11 $\frac{3}{4}$
Level
12
Excav.
12 $\frac{3}{8}$
Level
12 $\frac{5}{8}$
Bridge
12 $\frac{3}{4}$
Gates
12 $\frac{7}{8}$

Bridge,
13 $\frac{1}{4}$
Emban.
13 $\frac{3}{8}$
Bridge
13 $\frac{3}{4}$
Excav.
13 $\frac{7}{8}$
Bridge
14
Excav.
14 $\frac{1}{8}$
Bridge,
14 $\frac{1}{4}$
Excav.
14 $\frac{7}{8}$
Bridge
Emban.
15 $\frac{1}{8}$
Bridge

Moor Park is situated to the east of Rickmansworth, and was anciently the property of St. Alban's Abbey. Henry VII. granted it to John de Vere, who led the van of his army in the battle of Bosworth Field; but it again reverted to the crown, and was for some time in possession of Cardinal Wolsey. The celebrated Lucy, countess of Bedford, was subsequently amongst its noble owners; she originally laid out the grounds here in the formal style of her age. In Charles the Second's time, it was purchased of James Earl of Ossory, by the unfortunate Duke of Monmonth.

Public House.

16 $\frac{1}{8}$
Bridge

16 $\frac{5}{8}$
Bridge

16 $\frac{3}{4}$
Bridge

17
17 $\frac{1}{4}$
Bridge

17 $\frac{5}{8}$
Bridge

Cross the end of Watford.

Pretty view right and left. From this bridge to the Watford Station, a high winding embankment, caused by the Earl of Essex refusing to allow the railroad through his park.

Residence of Mr. Jollybanks.

across the Colne river.

Aldenham Church, in the distance peeping out from amongst the trees.

Pretty view.

Gothic buliding, the residence of the inspector of the station.

WATFORD STATION.

17 $\frac{3}{4}$ Miles.

ARRIVAL of the TRAINS from
DENBIGH HALL.

On Sundays.

First Train 13m. past 9
Second Train 43m. past 6
Third Train 13m. past 9

Week Days.

First Train mail.
Second Train 43m. past 8
Third Train 13m. past 11
Fourth Train 43m. past 4
Fifth Train 43m. past 6
Sixth Train 43m. past 7
Seventh Train 13m. past 9

ARRIVAL of the TRAINS from
LONDON.

On Sundays.

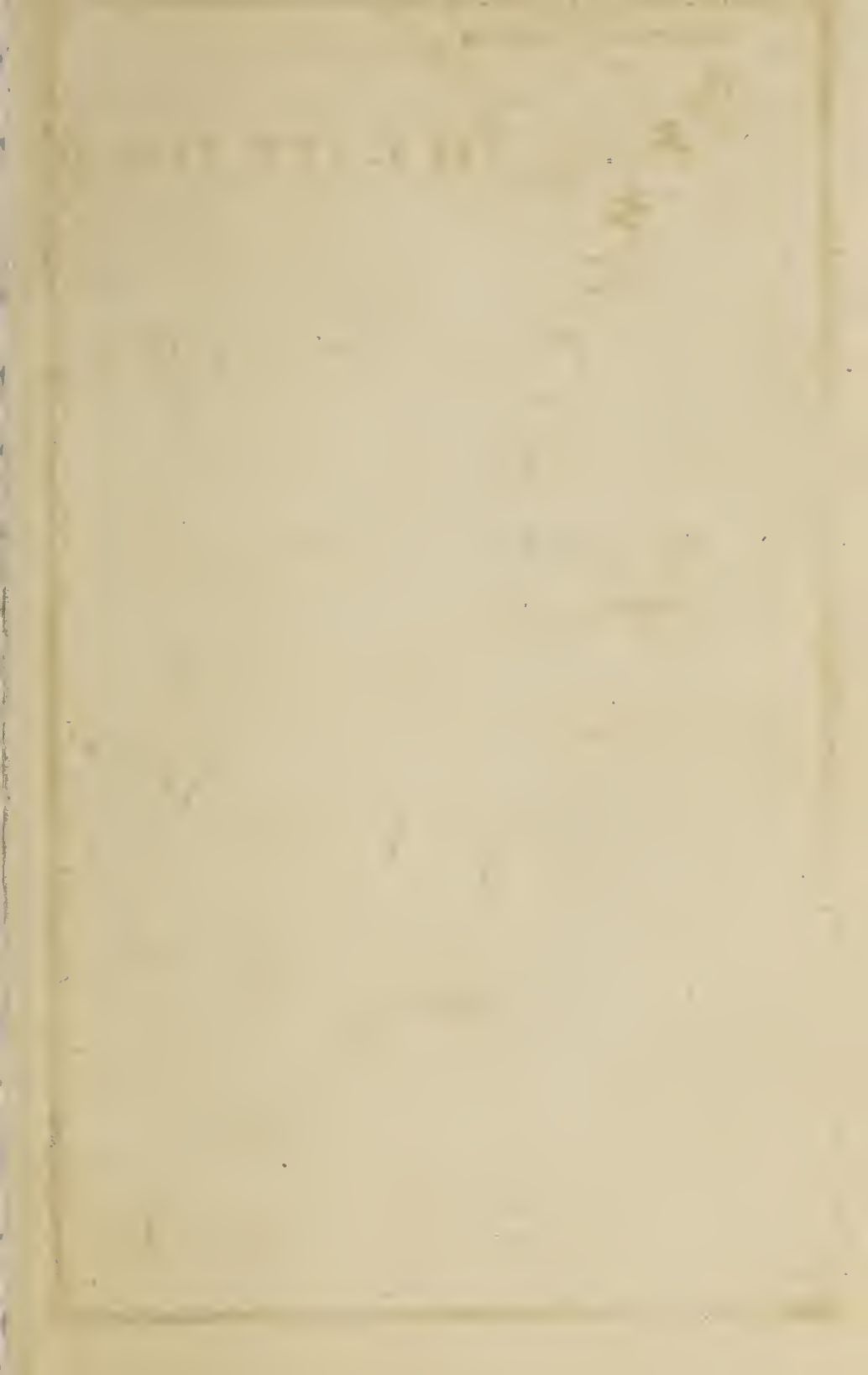
First Train 24m. past 8
Second Train 26m. past 10
Third Train 56m. past 5

Week Days.

First Train 24m. past 8
Second Train 26m. past 10
Third Train 56m. past 11
Fourth Train 54m. past 1
Fifth Train 56m. past 3
Sixth Train 56m. past 5
Seventh Train mail.

Omnibuses attend the arrival of the trains, to convey passengers to Watford, fare sixpence each person, and coaches to St. Albans and Rickmansworth.

On leaving this station, we enter a deep cutting, the high banks of which, and the tunnel that immediately succeeds, obstructs the view of the *only* nobleman's seat





adjoining the whole line. This tunnel is one mile eighty yards two feet six inches in length. It has five shafts for ventilation; in the formation of the largest, nine men perished by the falling-in of the shaft. The torrent of smoke and steam issuing from these shafts after the passing of a train, has a singular effect; it is frequently ten minutes before the tunnel is completely clear. Iron gratings have been fixed at the top of the shafts, and high walls built round them, to prevent anything being thrown down from above. Great attention is paid by the policemen to detect any obstruction on the rails in the tunnel. The rails appear so bright in the tunnel, that, by placing the eye close to the iron at one end, the sight is conducted to the extremity, and can detect even a pebble on the rail.

Left.

Distances from the Station.

Miles.

To Beaconsfield.....	13
Chalfont St. Giles	9½
Watford.....	1
Cheneys.....	7½
King's Langley	4¾
Rickmansworth	4
Sarratt	7¼

Watford is a large, populous, and was once a bustling town. It is situated partly on a hill, at the foot of which the river Colne flows, making a reach after it passes the houses, so as to pass by two sides of it.

The Colne adds much to the picturesque beauty of the surrounding scenery. On this river are several paper and silk-mills. The Watford Canal commences near the town, where it unites with the Grand Junction Canal, and runs to St. Albans, passing in its course through

17¾

Excav.

18

Right.

Distances from the Station.

Miles.

To Abbot's Langley	3½
Aldenham.....	3
Hunton Bridge	3½
St. Albans.....	6

About two miles on the road from Watford to St. Albans there is a small building, bearing the appearance of one of the finest and neatest specimens of a dwelling in the Gothic style that could possibly meet the eye, and in the very best preservation. The windows are divided by mullions, and the timbers in the front converge in various directions. An oval-shaped chimney of large dimensions rises in the centre of this building, curiously plastered and ornamented in *alto relievo*, with every other embellishment intimating age; but yet this house, the property of the

the parishes of Watford, Bushey, Aldenham, and St. Peter's.

The church is nearly in the centre of the town, and is a large stone structure, with a square tower, surmounted by an hexagonal spire. The interior of the church is spacious, consisting of a nave, chancel, aisles, and two galleries. The cemetery of the Essex family is situated upon the left side of the chancel, containing several monuments; those inscribed to the memory of two illustrious members of the Morison family merit attention, on account of the excellence of their workmanship.

The market day is held on Tuesday, when, in addition to the usual articles sold, a great quantity of straw-plait is disposed of. There are several inns at Watford; the best is the *Essex Arms*.

Cashiobury, the seat of the Earl of Essex, in the neighbourhood of Watford, is supposed to have been the site of a palace, originally that of the Kings of Mercia, till Offa gave it to the Abbey of St. Albans. Henry VIII. bestowed the manor on Richard Morison, Esq., from whom it passed to Arthur Lord Capel, and lastly to his descendant, George Capel Coningsby, Earl of Essex. This noble seat has a park, said to have been planted by *LeNotre*. The mansion is a spacious but irregular building, having been erected at various periods: the celebrated Wyatt was the most recent architect. The interior decorations are on a superb scale; and, besides many elegant apartments, there is a kind of enclosed cloister, ornamented with stained glass. In its general appearance this house has the character of a castellated edifice; the principal front faces the south-east, and looks

Excav.

Bridge

18½

Tunnel

20

Earl of Essex, was not erected till 1823. His lordship is said to have several of these fanciful erections about his grounds near Cashiobury.

St. Albans, about six miles distant from the line, is celebrated as being more ancient even than London; it was built on the ruins of the Roman Verulam. An immense quantity of antiquities have been found at different periods. Nothing of the ancient city now remains except a few walls. The inhabitants are chiefly employed in the breweries, cotton and silk manufactories, and oil-mills.

The view of St. Albans, in whatever direction it is made, is most imposing. The interest which a spectator feels is considerably heightened, and a survey of modern St. Albans, unquestionably derives much additional interest from a knowledge of those great events formerly accomplished upon or near to this spot. Modern St. Albans affords a prospect which, for picturesque beauty, has scarcely a parallel.

It is built upon a projecting eminence, rising from the banks of the little rivulet Ver; from its shores the abundant foliage of various majestic trees rise in rural grandeur up the acclivity of the hill on which the town stands; through this luxuriance various buildings are to be seen, presenting every tasteful variety of appearance. The venerable Abbey Church occupies the most exalted station on its summit. The tower is an object seen for many miles, from whence arises a small pyramidal spire. The parallel lines in the uppermost part of the building are also agreeably relieved by battlements, the interstices of which are diversified by a variety of

immediately over Moore Park. In the different avenues there are tasteful convenient lodges for the park-keepers, erected by the present noble owner. The park of Cashiobury, four miles in circumference, is enlivened by abundance of deer.

Two miles beyond Watford is *Grove*, the seat of the Earl of Clarendon.

Rickmansworth is a small, badly-situated, market town, in a marshy ground at the confluence of the Gade and Colne rivers. The manor of Rickmansworth, before the reign of Offa, was a part of the ancient estate of the Saxon monarchs; upon his establishment of the monastery at St. Albans, Offa however alienated it from the crown and conferred it upon the monks, to whom Offa's grant was confirmed by his successors. Henry III. granted the abbots of St. Albans a charter, empowering them to hold a weekly market, and two annual fairs, upon their manor at Rickmansworth. When, along with the other religious establishments throughout the island, the Abbey of St. Albans was suppressed by Henry VIII., the manor of Rickmansworth was conferred by his successor, Edward VI., upon Ridley, bishop of London. Mary bestowed this manor upon Bishop Bonner. During the reign of Elizabeth, the crown again obtained possession of it, and in the reign of Charles I. it was granted, as a security for borrowed money, to the Six Clerks in Chancery. This monarch sold the estate to Sir Thomas Fotherly, in whose family it continued till the year 1694, when the last of that family was swallowed up by an earthquake in the island of Jamaica.

The church is of considerable size, having at its western ex-

Emban.

Bridge

20½

Emban.

tasteful arches in the style of the building. It is principally built of Roman brick, excepting the battlements, window-frames, and mouldings, which are of stone; the brickwork is mostly covered with a coat of stucco.

It is a singular circumstance that this Abbey Church should have been without an organ for several successive centuries. When the body of the church of St. Dunstan in the East, in London, was taken down, the parishioners thought a new church required a new organ; accordingly the old one was announced for sale. The good people of St. Albans, hearing of this, purchased the organ, and, on being repaired and ornamented, it proved to be one of the four made by Father Smith (so called to distinguish him from another builder of that name), and for melody and beauty of tone is only equalled by the organ at the Temple church, built by the same celebrated man.

At the west end of the Abbey Church is the grand entrance, through a projecting porch richly ornamented. Entering the church, at this door, the attention is immediately arrested by the singular effect resulting from the diversities of the style of architecture. The appearance of the columns and arches of the nave, notwithstanding the dissimilarity so strikingly evident between many of them, is very grand.

From its antiquity many persons would be led to expect that this church contained many curious monuments; but in this expectation the antiquarian would find himself sadly disappointed. Of the brass monumental plates which formerly abounded in this church, but one remains.

tremity a handsome and lofty embattled tower, and the interior consists of a nave and chancel, and contains many curious monuments.

There was formerly a good corn market, but it has of late declined greatly, although exempted from toll.

In and near the town are several flour, cotton, silk, and paper-mills. Many of the females of this town are employed in making straw-plait.

At *West Hyde*, near Rickmansworth, there is a plantation for water-cresses; the increased cultivation of this useful vegetable insures a regular and constant supply to the metropolis.

Paper Mill belonging to Mr. Dickenson.

Langley Bury was originally built by Raymond, Lord Chief Justice of the King's Bench in the time of Charles II. It is agreeably seated upon an eminence gently sloping from the river Gade, which flows along the N.E. side of the park. It is now in the occupation of Mr. Sullivan.

King's Langley. — A small village; formerly a palace was erected here by Henry III., in which Edward Langley, son of Edward V., was born. Here was also a Dominican priory, founded in the beginning of the 13th century, and afterwards most richly endowed by Edward I., who granted the manor of Langley to it. Its annual revenues at the dissolution, according to Speed, were £150 14s. 8d. The church is a neat structure, with a large embattled tower at its western extremity; the interior contains many ancient monuments.

20 $\frac{3}{4}$

Emban.

21

Emban.

21 $\frac{1}{2}$

Emban.

St. Albans obtained its first charter of incorporation about the year 1553, from Edward VI., and its government was vested in the hands of a mayor and burgesses. The government was afterwards changed by Charles II., and vested in the hands of a mayor, high-steward, recorder, twelve aldermen, and twenty-four assistants.

This town sends two representatives to Parliament.

Gallows Hill Village.

Abbot's Langley, so called from having belonged formerly to the Abbey of St. Albans. The church is a spacious and handsome building, containing some curious monuments. Abbot's Langley has the honour of being the birth-place of Adrian IV., the only Englishman who ever attained to the pontifical chair; as a pontiff he was most haughty and overbearing. He enjoyed his dignity but four years, having been poisoned in 1159.

The river Gade rises near Gaddesden, on the confines of Buckinghamshire, joins the Bulbourne, which rises near Penley Hall, and taking a S.E. direction, runs through the parks of Lords Clarendon and Essex to its junction with the Colne.

The Grand Junction Canal is crossed here by a bridge. This canal is seen nearly the whole way through the county of Hertford: it commences at Old Brentford, and enters the Coventry Canal above Berk-

When the *Grand Junction Canal* was first contemplated, the Directors intended to cut a tunnel under Croxley Hill; but the Earl of Essex, with great liberality, allowed the navigation to pass through his park: great expense was thus saved to the proprietors, which lessened considerably the cost of carriage to the public. It is but doing justice to his lordship thus to record so patriotic an act. His lordship, however, refused to allow the Railroad to pass through his park, which caused the line to take the extensive curve to be observed between the sixteen mile-post and Watford Station.

Emban.

hampstead; it then follows the course of the Bulbourn and Gade to Rickmansworth, and from thence to the course of the Colne till it leaves the county.

Pass over the turnpike road leading to Hemel Hempstead.

23 $\frac{3}{4}$

Bridge

White gothic building, the residence of Mr. Dickenson, the proprietor of several paper-mills in the neighbourhood.

23 $\frac{1}{4}$

Emban.

Two-Waters, pleasantly situated at the junction of the river Gade with Bulbourn-brook, and adjoining the Junction Canal. This neighbourhood has long been celebrated for the number of paper-mills, several of which belong to Mr. Dickenson, whose residence has been noticed above. The *Bell Inn* is much frequented by persons from London fond of angling, the neighbouring rivers being plentifully stocked with fish. Those making an excursion from London will find the neighbourhood of the Two Waters very pleasant. It is within one mile and a quarter of Hemel Hempstead.

BOXMOOR STATION.

24 Miles.

ARRIVAL of the TRAINS from DENBIGH HALL.

Sundays.

First Train	passes
Second Train	51m. past 8
Third Train.....	21m. past 6

Week Days.

First Train	21m. past 8
Second Train	51m. past 10
Third Train.....	21m. past 6

ARRIVAL of the TRAINS from LONDON.

Sundays.

First Train	passes
Second Train	46m. past 10
Third Train.....	16m. past 6

Week Days.

First Train	16m. past 12
Second Train	16m. past 4
Third Train.....	16m. past 6

Boxmoor being only a *secondary station*, the trains in communication with Rugby do not stop here. It lies considerably higher than the common from whence the station is named. Two omnibuses from Hemel Hempstead attend the arrival of the trains : fare, sixpence each. There is a house of entertainment near the station called the *Boxmoor Hotel*. Immediately after leaving this station, the canal is seen on the right.

Left.		Right.
<i>Distance of Towns and Villages.</i>		<i>Distance of Towns and Villages.</i>
Miles.		Miles.
Bovingdon 2 $\frac{1}{2}$		Harpenden 8 $\frac{1}{2}$
From the hill above the station a beautiful view is obtained.		Hemel Hempstead..... 1 $\frac{1}{2}$
	Emban.	Redburn 5 $\frac{1}{2}$
On the brow of the hill is <i>Boxmoor House</i> . Some of the knowing ones from London have been trying to get this house to convert it into a <i>Luna- tic Asylum</i> .	24 $\frac{1}{2}$ Bridge	<i>Hemel Hempstead</i> , a market town agreeably situate among hills. The church stands on the west side of the town, in an ex- tensive church-yard, and, from the style of its architecture, seems to have been originally erected shortly after the Nor- man conquest : it has, however, at various times undergone con- siderable repairs and alterations. Its form is that of a cross, from the interseption of which the tower rises. The entrance into the town presents us with a handsome lamp, which would not disgrace a London gin pa- lace. The market-house is con- structed of wood, without any ornament. The female inhabi- tants are chiefly employed in plaiting straw.
Cross the Berkhamstead road. A high embankment con- tinues for a mile and a-half.	Emban.	The best inns are the <i>Bell</i> and <i>King's Arms</i> .
<i>West Brook Hay</i> , the seat of the Hon. M. Ryder, son of the Earl of Harrowby.	25 $\frac{1}{4}$ Cross the Canal	Gravel pits, from whence the material for the embankment, commencing at Boxmoor, was taken.
<i>Bournend</i> , a small village ad- joining <i>Winkwell</i> .	26 $\frac{1}{2}$ Bridge 27 $\frac{1}{2}$	Rose Cottage gates.
	Gates Bridge	

BERKHAMSTEAD STATION.

27½ Miles.

ARRIVAL of the TRAINS from DENBIGH HALL.

<i>Sundays.</i>	
First Train	36m. past 8
Second Train	6m. past 6
<i>Week Days.</i>	
First Train	6m. past 8
Second Train	36m. past 10
Third Train	6m. past 6

ARRIVAL of the TRAINS from LONDON.

<i>Sundays.</i>	
First Train	57m. past 10
Second Train	27m. past 6
<i>Week Days.</i>	
First Train	27m. past 12
Second Train	27m. past 4
Third Train	27m. past 6

This Station is also a secondary one. It is on a high embankment, overlooking the town of Berkhamstead, to which there is a communication by a bridge across the Junction Canal. Leaving this Station, we pass through grounds having the appearance of a park; the estate belongs to Lady Bridgewater, and is occupied by Mr. Newman.

Left.

Distances of Towns and Villages from this Station.

	Miles.
To AMERSHAM	7½
CHESHAM	4½
Bois	6½
Hawridge	3½
HIGH WYCOMBE	14½
Missenden, Great	9
Little	8

Berkhamstead consists of one wide street, nearly half a mile long. Upon the north side of the town are the remains of a castle. Notwithstanding its dilapidated condition, enough remains to testify its former importance. This castle was formerly a palace belonging to the kings of Mercia, and, under its protection, the town gradually increased in size and importance, inasmuch, that upon William's invasion from Normandy, this

Right.

Distances of Towns and Villages from this Station.

	Miles.
To Gaddesden	2½
Market Street	6½
Nettleden	2½
Stadham	6½

Gaddesden is situated on the banks of the river *Gade*, from whence its name. The church is small, but contains several monuments. This parish is remarkable for being the birth-place of John de Gaddesden, a physician and writer of some eminence in the days of Chaucer. This village forms part of the estates of the College of Bonhommes, at Ashridge. Queen Elizabeth granted it to Jane, Lady Cheney, and her heirs; in the 28th of James I. it was purchased by Thomas, Lord Ellesmere; and Sir John Egerton.

place was selected for the meeting between the Conqueror and the leading men of the party confederated against him.

Here are two charity schools, and almshouses for six poor widows, besides minor charities.

The chief trade is in making wooden bowls and spoons.

The only respectable inn is the *King's Arms*, and that, from what I saw of it, was no great things. Master John Page, the host, glories in relating the visits of Louis XVIII., who resided at Hartwell House, near Aylesbury, during his banishment.

North Church, a village in the parish of Berkhamstead.

30 $\frac{1}{8}$
Bridge
30 $\frac{3}{4}$
Level.
31
Excav.

31 $\frac{3}{8}$
Bridge

ton, his son, afterwards Earl of Bridgewater, whose descendant, the present earl, built the splendid seat in Ashridge Park, on the borders of Bucks and Herts, near little Gaddesden. This park is five miles in compass. The mansion has a beautiful view of Aylesbury Vale. It stands partly in the parish of Gaddesden and partly in that of Pitson. The seat is not seen from the Railroad, which here passes through the grounds. The pillar which is seen on the right was erected by Lady Bridgewater, as "a memorandum of the late duke," according to a *native*, who pointed it out to me.

TRING STATION.

31 $\frac{3}{4}$ Miles.

ARRIVAL of the TRAINS from
DENBIGH HALL.

Sundays.

First Train 23m. past 8
Second Train 53m. past 5
Third Train 23m. past 8

Week Days.

First Train passes
Second Train 53m. past 7
Third Train 23m. past 10
Fourth Train 43m. past 3
Fifth Train 53m. past 5
Sixth Train 53m. past 6
Seventh Train 23m. past 8

ARRIVAL of the TRAINS from
LONDON.

Sundays.

First Train 3m. past 9
Second Train 15m. past 11
Third Train 4m1. past 6

Week Days.

First Train 3m. past 9
Second Train 3m. past 11
Third Train 41m. past 12
Fourth Train 33m. past 2
Fifth Train 44m. past 6
Sixth Train 41m. past 6
Seventh Train passes

Conveyances attend the arrival of the trains, from Tring, Aylesbury, Oxford, &c. The best Inn is the *Rose and Crown*.

Leaving the Tring Station, we enter a deep excavation, which continues upwards of two miles, passing under three bridges. This excavation, which is between fifty and sixty feet deep, occupied upwards of 400

men for three years and a half: it is the deepest and longest in the entire line. In this excavation the boundary between the counties of Hertfordshire and Bucks is passed.

Left.	Right.
<i>Distances of Towns and Villages from this Station.</i>	<i>Distances of Towns and Villages from this Station.</i>
Miles.	Miles.
<p>To AYLESBURY 9$\frac{1}{4}$</p> <p>Buckland..... 5$\frac{1}{4}$</p> <p>Cheddington 4</p> <p>Halton 6$\frac{1}{4}$</p> <p>Hampden 11$\frac{1}{4}$</p> <p>——, Little..... 10</p> <p>Kimble, Great..... 10$\frac{1}{4}$</p> <p>Princes Risborough ... 12$\frac{1}{4}$</p> <p>Stoke Mandeville..... 8$\frac{1}{4}$</p> <p>TRING 2$\frac{1}{4}$</p> <p>WENDOVER 7$\frac{1}{4}$</p> <p>Wigginton..... 1$\frac{1}{4}$</p>	<p>Aldbury 3</p> <p>Aston Clinton 5$\frac{1}{4}$</p> <p>Cholesbury 4$\frac{1}{4}$</p> <p>Drayton Beauchamp.. 4$\frac{1}{4}$</p> <p>Ellesborough 9$\frac{1}{2}$</p> <p>Ivinghoe 3</p> <p>Long Marston. 4$\frac{1}{4}$</p> <p>Marsworth 2$\frac{1}{4}$</p> <p>Mentmore 6$\frac{1}{4}$</p> <p>Monks' Risborough .. 11$\frac{1}{4}$</p> <p>Pitstone 2</p> <p>Puttenham 5$\frac{1}{4}$</p>
<p><i>Tring</i>, a small, ill-built town, is the most westerly in the county of Herts, and is notorious as the scene of an atrocious occurrence which took place here in 1751. Some ignorant country people, alarmed at the mortality produced among their cattle by a contagious disorder then prevalent, attributed all the mischief to the witchcraft of John and Ruth Osborne, an old married couple of this town, and, assembling in a riotous manner, proclaimed their accusation to the public, at three neighbouring towns, on their respective market days. The following was the form of the proclamation made at Hemel Hempstead :</p>	<p><i>Pitston</i>, Green and village.</p> <p><i>Ivinghoe</i> is a small market-town, situated near the ancient Ikenild Street: it consists of two streets in the form of a T. A market at this town was originally granted to Henry de Blois, Bishop of Winchester, in 1318; but it may almost be said to be discontinued—a circumstance which probably arises from the barrenness of the country immediately surrounding the town.</p>
<p>“ This is to give notice, that on Monday next, a man and woman are to be publicly ducked at Tring, in this county, for their crimes.”</p> <p>According to this notice, these bigotted and superstitious rioters seized the unfortunate vic-</p>	<p>Ivinghoe church is a handsome Gothic structure, and contains some memorials of the family of Duncombe, who had a seat in this parish, called Barley-End House. On the north side of the chancel is an ancient altar tomb, upon which are the effigies of the deceased, said to have been that of a brother of King Stephen.</p>

34
Bridge

31 $\frac{1}{4}$

34 $\frac{5}{8}$

Bridge
over the
Grand
Junction

tims of their persecution, dragged them from the vestry of the church, to which, on account of its sanctity, they had fled as a place of refuge, and ducked them so severely, that the old woman, already weighed down almost to the grave by the pressure of years, expired upon the spot, and was followed in a very few days after by her aged husband. The coroner's verdict declaring that they were wilfully murdered, several of the leaders in this barbarous transaction were brought to trial, and capitally convicted.

Cheddington, a parish in the hundred of Cottesloe, county of Buckingham, two miles from Ivinghoe, containing about 500 inhabitants. The living is a rectory in the archdeaconry of Buckingham, and diocese of Lincoln, rated in the king's books at £15. 9. 7: the present incumbent is Mr Sheppard.

Gravel pits, from whence the material for the embankment was taken.

Mentmore, a parish also in the hundred of Cottesloe, comprising the township of Mentmore and hamlet of Ledburn, containing about 200 inhabitants; it is four miles from Ivinghoe. The living is a discharged vicarage in the archdeaconry of Buckingham and diocese of Lincoln, rated in the king's books at £6. 17. 1, endowed with the sum of £200 royal bounty, and in the patronage of the Harcourt family.

The land here is frequently inundated after heavy rains.

34 $\frac{1}{4}$
Emban.

35 $\frac{1}{8}$
Bridge

35 $\frac{3}{4}$
Excav.

36
Bridge
Emban.

36 $\frac{1}{2}$

37 $\frac{1}{2}$
Emban.

38 $\frac{3}{8}$
Bridge
Emban.

38 $\frac{1}{2}$
Bridge

38 $\frac{3}{4}$
Bridge

Near Ivinghoe is Berrystead House, now a farm-house, said to have been the seat of Henry de Blois, Bishop of Winchester, brother of King Stephen.

About two miles from Ivinghoe, is a place called Boburn. Here is said to be the original source of the river Tame: there are two springs, which divide within ten yards of each other, one running due east and the other west.

At St. Margaret's, a populous hamlet in the parish of Ivinghoe, a Benedictine nunnery was founded by Henry de Blois, Bishop of Winchester, mentioned, about the year 1160, to the honour of St. Margaret and St. Nicholas.

Seabrook, a joint hamlet with Horton, in the parish of Ivinghoe, from whence it is distant one mile and a-half.

EDDLESBOROUGH on the Hill, a parish in the hundred of Cottesloe, comprising the chapelry of Daynell and the hamlets of Hudnall and Northall, and containing 1,500 inhabitants. The living is a discharged vicarage in the archdeaconry of Buckingham, rated in the king's books at £13. 17, endowed with £8 per annum private benefaction, and £200 royal bounty, in the patronage of the trustees of the late Earl of Bridgewater. The church is a handsome edifice, situated on a hill, which has much the appearance of an ancient fortress.

Horton, a hamlet in the parish of Ivinghoe, from whence it is distant two miles and a-half; it contains, with Seabrook, about 150 inhabitants.

Ledburn, a hamlet in the parish of Mentmore, hundred of Cottesloe, county of Buckingham, containing about 200 inhabitants; three miles from Leighton Buzzard.

LEIGHTON BUZZARD STATION.

39 Miles.

ARRIVAL of the TRAINS from DENBIGH HALL.

On Sundays.

First Train 57m. past 7
Second Train 27m. past 5

Week Days.

First Train 27m. past 7
Second Train 57m. past 9
Third Train 27m. past 5

ARRIVAL of the TRAINS from LONDON.

On Sundays.

First Train 35m. past 11
Second Train 5m. past 7

Week Days.

First Train 5m. past 1
Second Train 5m. past 5
Third Train 5m. past 7

This is a secondary station, to which a new road has been made from the town. The principal inn is the *Swan*. A coach awaits the arrival of the seven o'clock train from London to convey passengers to Amptill and Woburn, and leaves the former place every morning at half-past five to meet the first train up to London.

The tunnel is so much upon the curve that from one extremity the other end cannot be seen; it is only 272 yards long, and contains one shaft. Emerging from it is a deep excavation through a species of hard brown stone, with veins of iron.

Left.

*Distances of Towns and Villages
from this Station.*

Miles.

To Aston Abbots 5½
AYLESBURY 10
Bierton 8
Cublington 5½
Dunton 6½
Granborough 11½
Grove 2½
Hardwick 9
Hartwell 12
Hogston 7½
Hulcot 7½
Mentmore 4
North Marston 10½
Pitcheote 9½
Stewkley 4½

Right.

*Distances of Towns and Villages
from this Station.*

Miles.

To Battlesden 4½
Billington 2½
Chalgrave 7
DUNSTABLE 8
Eaton Bray 5½
Eddlesborough 5½
Eggington 3
Flitwick 12
Great Brickhill 4½
Heath 2½
Hockliffe 4½
Houghton Regis 7
Linslade 1½
Milton Bryant 5
Pottesgrove 4½

Stone	12½
Whitchurch	8
Wing	2½
Wingrave	5½

Aylesbury consists of several irregularly-built streets and lanes. The County-hall is a handsome modern structure. The church is a spacious and ancient structure, built in the shape of a cross, with a low tower rising at the intersection of the nave and transept; yet from its elevated situation, when compared with the surrounding flat, is seen for many miles every way. In the church is a handsome organ; the pulpit is ornamented with curious carved work. The church-yard is very large, and disposed into several walks, planted with double rows of trees.

Many people in this town and its neighbourhood derive support from their peculiar skill in breeding and rearing ducks. For the gratification of artificial wants, they reverse the order of nature, and, by a restriction of food, and other means, prevent the ducks from laying till the months of October and November. Some weeks previous to the time they wish them to lay, the ducks are fed with stimulating provisions, and the eggs being ready, a hen is employed to sit, and frequently obliged to continue in the nest till three successive broods are hatched. When the young leave the shell, they are placed near a fire, and nursed with particular care. By these methods many ducklings are sent at Christmas to the metropolis, where they have been known to sell from 10s. to a guinea a couple.

The parish of *Aylesbury* is the largest and the most fruitful in the county.

The fertility of *Aylesbury* Vale was of such notoriety, that

Soulbury	2½
Stanbridge	1
Stoke Hammond	3½
Tilsworth	4½
Toddington	7½
Totternhoe	6½
Westoning	10½

39½
Excav.

39½
Tunnel

Leighton
Bridge

41

41½

41½
Excav.

41¾
Bridge

42½
Bridge

Emban.

Leighton Buzzard is one of the most ancient market-towns in the kingdom. Near the market-place is a beautiful gothic cross, of a pentagonal form, said to have been erected 500 years; it was repaired in the year 1650. The height of the cross is thirty-eight feet: from the lowest base to the top of the vane, twenty-seven feet two inches from the top of the stonework to the basement story, and seven feet four inches from the ground, at the lowest side, and consists of five rows of steps rising from the earth. The centre pillar, which supports the arch, is eight feet two inches high, and one foot one inch and a quarter wide, on the side fronting the largest angle. The upper story is disposed into five niches, and there were formerly as many pinnacles at the corners, but one of them has been destroyed: each niche contained a statue. The first appears to have been intended to represent a bishop; another seems like the Virgin and Jesus; a third appears to be St. John the Evangelist; the others are too much mutilated to be known. Over each arch attached to the cornice, surrounding the building, there were three grotesque heads.

The parish church is a handsome gothic structure, containing several monuments. There was a fraternity, or brotherhood, in the church of *Leighton*. Some remains of their hall are still standing in Broad Street, not far from the Cross.

At a place called *Grovebury*, in this parish, there was for-





Drayton makes mention of it in the following lines :—

"Aylesbury's a vale that walloweth in her wealth.

And (by her wholesome air continually in health)

Is lusty, firm, and fat, and holds her youthful strength—"

Wingrave is situated about five miles from Aylesbury, containing, with the hamlet of Rowsham, 700 inhabitants; the living, a discharged vicarage, is in the patronage of the trustees of the late Earl of Bridgewater, rated in the king's books at £9. 9s. 7d.

Soulbury, about 3 miles from Leighton Buzzard, contains 600 inhabitants. The living is a perpetual curacy in the archdeaconry of Buckingham and diocese of Lincoln. There are two schools, for twelve boys and twelve girls, which was endowed with land in 1728, by the Rev. John Sambee.

Bletchley, a small miserable village, where those disappointed in getting on from Denbigh Hall must not expect to find accommodation even for their dog. On the enclosure of the heath an allotment of twenty-five acres was assigned for the benefit of the poor, in lieu of cutting furze.

Water Eaton, in the parish of Bletchley, is about two miles and a half south-east from Shenley.

The manor of Water Hall, in the same parish, was held by the service of finding a man on a horse without a saddle; a bow without a string; and an arrow without a head.

42 $\frac{3}{4}$

Bridge

43 $\frac{3}{4}$

Emban.

44

Bridge

Excav.

44 $\frac{1}{2}$

Emban.

45

Excav.

Bridge

45 $\frac{1}{4}$

Excav.

Bridge

45 $\frac{1}{2}$

Emban.

46 $\frac{1}{2}$

Gates

merly a cell of foreign monks, established here by the abbeys and Cistercian runs of Font Everard, in Normandy, to whom King Henry II. granted a manor in Leighton.

Stoke Hammond.

Little Brickhill, now an inconsiderable village, formerly a place of more consequence, and more populous than Great Brickhill, the adjoining parish, having been a market and an assize town.

Woburn, a small market town, forty-three miles from London. In the year 1792 Woburn was visited by Queen Elizabeth; and on the 26th August 1645; King Charles I. halted there on his route from Wales to Oxford, and slept at the house of the Earl of Bedford, who was then in the service of the Parliament.

The parish church contains several ancient monuments. The tower stands detached from the rest of the building, at the north-west corner. Adjoining the church-yard is the Free School. There is also an almshouse for twelve poor persons, both founded by the Bedford family.

An abbey of Cistercian monks was founded at Woburn in 1145.

Woburn Abbey, the seat of the Duke of Bedford, was almost wholly rebuilt about the middle of the last century. This extensive and magnificent building, situated in the midst of a large park, occupies four sides of a quadrangle. It has experienced many alterations and improvements, particularly during the time it was in the possession of the late Duke. The west front is of the Ionic order, with an insulated basement. The principal floor or suite of rooms on this side consists of a saloon, state bedroom, drawing and dining

Winslow, is a place of considerable antiquity. The market, which is held on Thursdays, was granted in 1235 to the abbot and convent of St. Alban's, to whom the manor had been given by King Offa.

The parish church, dedicated to St. Lawrence, is a spacious Gothic structure, consisting of a nave, two aisles, and a chancel, with a square tower, embattled at the west end. The windows are all small, and the mouldings ornamented with zig-zag sculpture. The principal entrance is on the west side, which is more embellished than any other part. On this side are three arches. The centre arch forms the doorway, and is supported by two pillars on each side, with square capitals, and zig-zag mouldings.

The era of the erection of this fabric is unknown. Some workmen, who repaired the roof of the chancel, after it had been damaged by a storm a few years ago, are reported to have observed the date 1006 inscribed on a stone. This information, however, cannot be adduced upon satisfactory authority; nor would it be any proof of the time of its erection, even if found there.

The living is a discharged vicarage, endowed with £200 private benefactions and £200 Royal bounty,—and in the patronage of the Crown.

47

Cutting

47 $\frac{1}{4}$

Emban.

47 $\frac{1}{2}$

Emban.

47 $\frac{3}{4}$

Emban.

rooms. The south contains the library, breakfast, Etruscan, and Duke's rooms. The east the vestibule, servants' offices, &c.; and the north the French bed-rooms, and various other chambers. The state apartments are fitted up in a style of costly magnificence. The gallery exhibits a large and most interesting collection of portraits, and many fine paintings are dispersed in other rooms.

Fenny Stratford had, from time immemorial, a market on Mondays, which was confirmed by charter in 1609. In 1665 this small town suffered considerably in its population by the plague, of which 139 persons died. The inns were shut up, and the roads through the town, for some time, turned in another direction. This misfortune proved fatal to the market, which has never flourished since, and has now been for many years unattended, if not wholly discontinued. There was anciently a guild or fraternity at Fenny Stratford, dedicated to St. Margaret and St. Catherine, which was founded in 1494 by Roger and John Hebbes. It consisted of an alderman, two wardens, and an indefinite number of brethren and sisters. The brotherhood house is now the *Bull Inn*. The *Swan Inn* here had the same name in 1474.

DENBIGH-HALL STATION.

48 Miles.

TRAINS ARRIVE from LONDON.

Sundays.

First Train	10
Second Train	12
Third Train 30m. past	7
Fourth Train	11

TRAINS START from DENBIGH HALL.

Sundays.

First Train, Mail	4
Second Train 30m. past	7
Third Train	5
Fourth Train 30m. past	7

<i>Week Days.</i>		<i>Week Days.</i>	
First Train	53m. past 9	First Train Mail	4
Second Train	5m. past 12	Second Train	7
Third Train	35m. past 1	Third Train	30m. past 9
Fourth Train	23m. past 3	Fourth Train	3
Fifth Train	35m. past 5	Fifth Train	5
Sixth Train	35m. past 7	Sixth Train	6
Seventh Train Mail ..	53m. past 10	Seventh Train	30m. past 7

The following Coaches meet the Trains at Denbigh-Hall.

“The COMMERCIAL,” Nottingham, through Stoney Stratford, Northampton, Market Harborough, Leicester, and Loughborough. Meets 7 A.M. train up from Denbigh to London, and 8½ P.M. train down from London.

“The RAILWAY,”—Northampton, through Fenny Stratford, Newport Pagnell, and Stoke Goldington. Meets 9½ A.M. train up, and 3 P.M. down from London.

“The RAILWAY,”—Newport Pagnell, through Fenny Stratford. Meets 9 A.M. train up, and 5 P.M. down from London.

“The BANBURY and BUCKINGHAM,” meets 3 P.M. train up, and 1 P.M. down from London.

“The ROCKET”—Lichfield and Tamworth, through Newport Pagnell, Welford, Hinckley, Lutterworth, and Atherstone. Meets 3 P.M. train up, and 9½ A.M. train down from London.

“The LINCOLN,” through Northampton, Stamford, Kettering, Boston, and Market Deeping. Meets 7 P.M. train up, and 7½ A.M. down from London.

“The BOSTON,” through Spalding, Market Deeping, and Stamford. Meets 5 P.M. train up, and 7½ A.M. down from London.

“The TIMES”—Derby and Nottingham, through Stoney Stratford, Northampton, Market Harborough, Leicester, and Loughborough. Meets 5 P.M. train up, and 10 A.M. down from London.

“The BRILLIANT,”—Sheffield, through Mansfield and Chesterfield, 7½ A.M. from London, 8 from Denbigh Hall.

The Coaches leave Denbigh Hall for Rugby, 10, 12, 3½.

Innkeepers of the neighbouring towns have post-horses in readiness at Denbigh Hall to take forward private carriages.

The following Mails and Coaches are conveyed by the Railroad on trucks attached to the trains, as far as Denbigh Hall, where they are taken off the line, and horses being attached, they proceed direct to their destinations.

Mails.—Carlisle, Liverpool, Manchester, Holyhead, and Lichfield: fares, inside, £2. 2; outside, £1. 1.

Coaches.—“Emerald,” “Greyhound,” and “Estafette:” fares, inside, £1. 15; outside, 18s.

Left.*Towns and Villages from this Station.*

To Blechley.....	1 $\frac{3}{4}$
Loughton	2 $\frac{1}{2}$
Newton Longville....	3
Shenley.....	2 $\frac{1}{2}$
Swanbourn	7 $\frac{1}{2}$
Whaddon.....	4 $\frac{3}{4}$
WINSLOW	8 $\frac{1}{2}$

Denbigh Hall, alias *hovel*, bears much the appearance of a race-course, where tents are in place of houses—lots of horses but not much stabling, coachmen, post-boys, post-horses, and a grand stand! Here the trains must stop, for a very particular reason—they *can't go any further*. On my arrival, I was rather surprised to find all the buildings belonging to the Railway Company of such a temporary description; but this Station will become only a secondary one when the line is opened to Wolverton. There is but one solitary public-house, once rejoicing in the name of the *Pig and Whistle*, but now dignified by the title and dignity of *Denbigh Hall Inn*, newly named by Mr. Calcraft, the brewer, who has lately bought the house. Brewers are very fond of buying up inns, to prevent, I suppose, other people supplying the public with *bad beer*, wishing to have that privilege themselves! The unexpected demands for accommodation at this now famed place, obliged the industrious landlord immediately to convert his parlour into a coffee-room, the bar into a parlour, the kitchen into a bar, the stable into a kitchen, the pig-sty into a stable, and tents into straw bed-rooms by night, and dining-rooms by day. To sum

Right.*Towns and Villages from this Station.*

To Broughton	4 $\frac{3}{4}$
Bow Brickhill	3 $\frac{1}{2}$
Crannfield.....	8
Crawley.....	7 $\frac{1}{2}$
Drayton Parslow.....	5 $\frac{1}{2}$
Fenny Stratford.....	1 $\frac{1}{2}$
Husborne Crawley....	6 $\frac{1}{2}$
Hulcot	6 $\frac{1}{2}$
Lidlington	10 $\frac{1}{2}$
Little Brickhill	3 $\frac{1}{2}$
Milton Keynes.....	3 $\frac{1}{2}$
Moulsoe	6 $\frac{1}{2}$
Nursley	5 $\frac{1}{2}$
Ridgmont.....	8 $\frac{1}{2}$
Salford.....	5 $\frac{1}{2}$
Sympson	1 $\frac{1}{2}$
Tottenham.....	3 $\frac{1}{2}$
Walton	2 $\frac{1}{2}$
Wavendon	3 $\frac{1}{2}$
WOBURN	6
Woolston, Great.....	3 $\frac{1}{2}$
Little.....	3 $\frac{1}{2}$

up the "*tottle of the whole*," as Mr. Hume would say, the accommodation for both man and horse is of the most commonplace description. The railroad crosses the high road from London to Stoney Stratford, and the only delay which takes place is in the transit of the passengers and luggage from the trains to the coaches and omnibuses. Great credit is due to Messrs. Chaplin and Hoare for the admirable arrangements by which such a number of passengers and luggage are so quietly transferred from *new-times-speed* to the old jog-and-trot pace; and yet the drive between Denbigh and Rugby is not to be despised, although it occupies four hours and a-quarter. Being rather a hilly road, it occasionally affords pretty views of the surrounding country.

**Coach Road from Denbigh Hall to Rugby Station,
by Stoney Stratford, Towcester, Daventry, and
Dunchurch.**

A quarter of an hour is allowed to get refreshment between Denbigh Hall and Rugby. Some of the coaches stop at Weedon, others at Daventry and Dunchurch. The charge at the *Globe*, at Weedon, for an excellent lunch (if you prefer, call it a dinner), consisting of hot and cold-meats, cheese, beer, &c. is only two shillings. If you are hungry, don't stand upon the *order of going*, but *go in at once*, and make the most of the time allowed.

Miles from
Denbigh
Hall.

5½

Cross the
River
Ouse

Canal

Stoney Stratford is a long town, and is built on the *Watling-street*, which, entering the county near *Brickhill*, crosses it in a direct line. The houses are of free-stone, and extend for about a mile on each side the road. The town is divided into the two parishes of *St. Giles* and *St. Mary Magdalen*; and it has been said that there are not twenty acres of land in both parishes, more than those on which the buildings are erected. Originally it appears to have only consisted of a few inns for the accommodation of travellers; but as trade increased, a stone bridge was thrown over the *Ouse*, and the road being more frequented, additional houses were built for fresh residents. At this time, there cannot be less than twenty inns. How long they will remain inns after the opening

Newport Pagnell, on the road to *Northampton*, is situated at the junction of the *Levet* with the *Ouse*. *Sir Samuel Luke*, the supposed *Hudibras* of *Butler*, was the governor of this town in the year 1645. An elegant iron bridge was erected over the *Levet* in 1811, consisting of one arch, fifty-eight feet span. A handsome stone bridge was also built over the *Ouse*, about the same time. The only manufactory is lace-making. Here are three dissenting meeting-houses; one belonging to the independents, is capable of seating more than 800 persons. The inhabitants amount to 4,000.

The *Ouse* and the *Levet* divide the town into two unequal parts, and *Newport Pagnell* gave its name to the hundred and deanery in which it stands.

During the civil wars in the

E 2

of the railroad, requires no ghost from the grave to divine,—*serves them right*—regular set of fleecers,—open your mouth, and it requires 3s. 6d. to shut it again.

At this town King Richard III., then Duke of Gloucester, accompanied by the Duke of Buckingham, seized the young King Edward V.

Potterspury, a village which takes its name from a manufacture of flower pots and other coarse ware.

One mile to the westward is *Wakefield Lodge*, the seat of the Duke of Grafton, pleasantly situated on a gentle eminence, sloping gradually to the margin of a large lake. The house was built for Mr. Cley-pole, Oliver Cromwell's son-in-law.

Weedon Beck. It is said that Wulphur, king of Mercia, had a palace here, which was afterwards converted into a convent by his daughter Werburgh.

7 $\frac{1}{4}$ 13 $\frac{1}{2}$

Cross
River
Tove

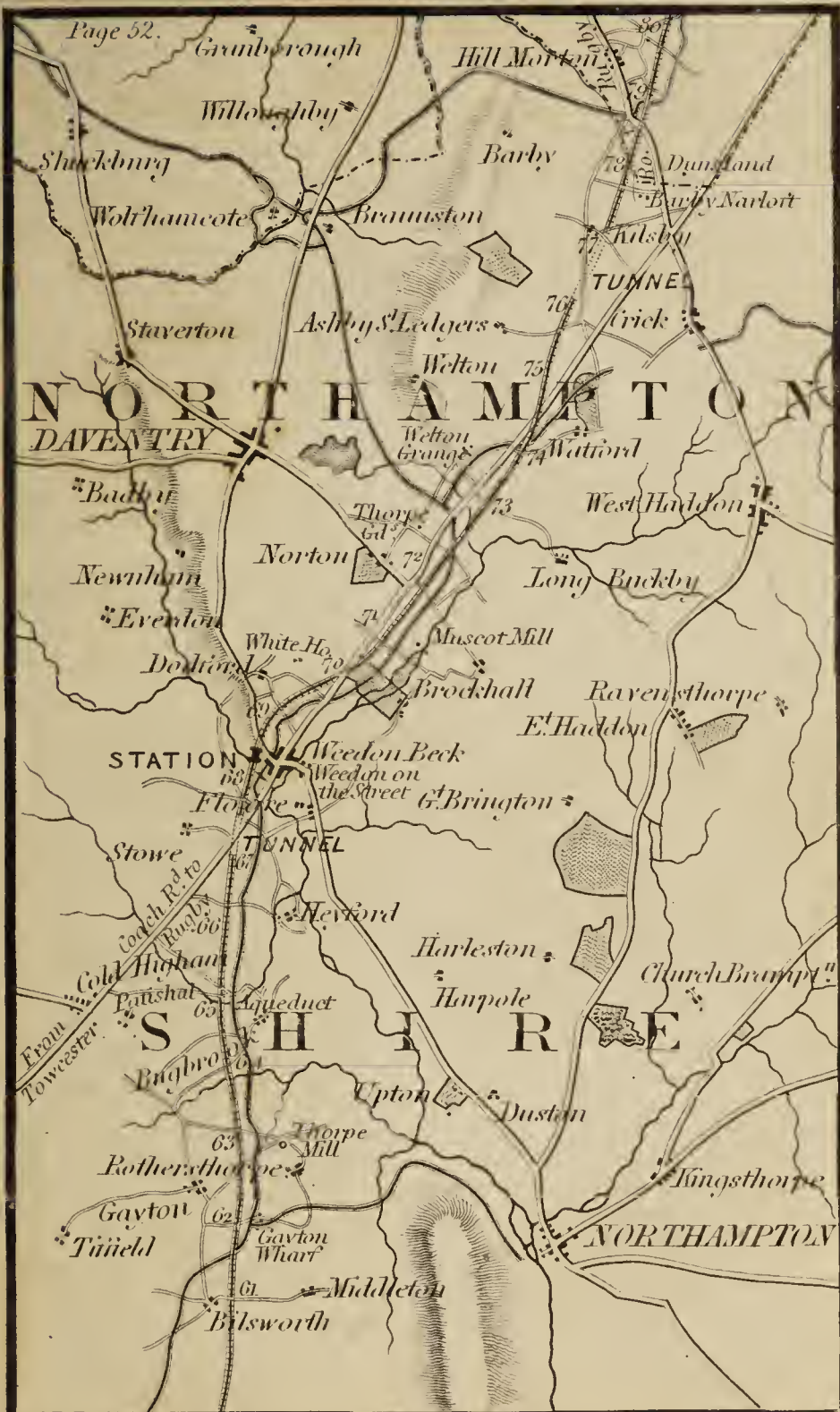
Cross
Canal
21 $\frac{1}{2}$

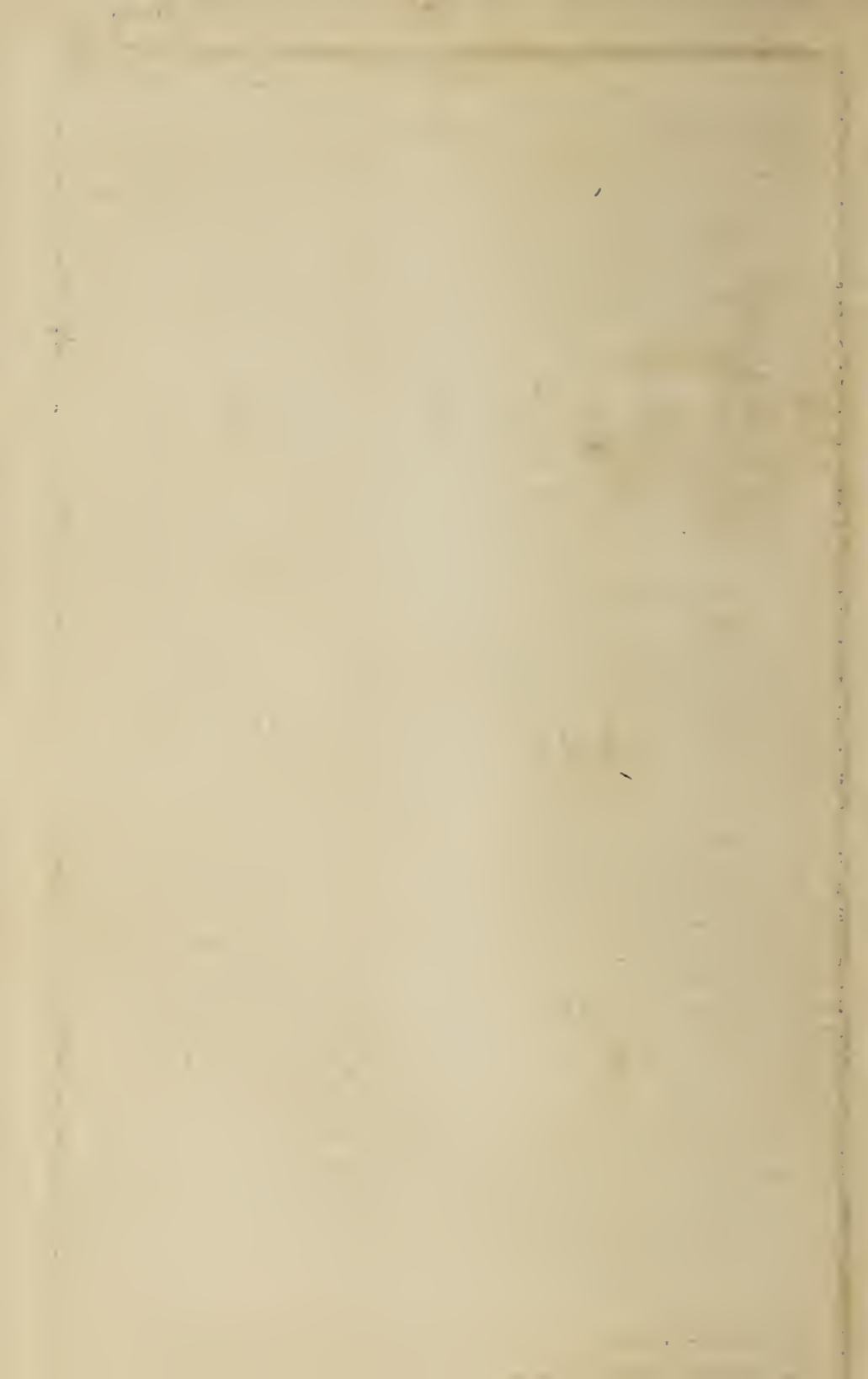
reign of Charles I., Newport Pagnell was very early garrisoned by Prince Rupert; but on the approach of the Earl of Essex, shortly after the first battle of Newberry, in 1643, it was abandoned by the royal forces, and taken possession of for the parliament, to whom it proved a very useful post during the remainder of the war.

At the time of the Norman conquest this place was the property of William Fitzansculf, a powerful baron, ancestor of the Paganells or Pagnells, who gave their name to the town. The Pagnells had a castle at Newport, the site of which is still called the Castle Mead, but there were no remains of the building.

Towcester, situated on the ancient Watling-street, near the banks of the river Tove, consists of one principal street, containing several large inns; the houses are well-built; the church contains the tomb of William Sponne, who was rector in the reign of Henry VI., who founded a college and chantery for two priests, to say masses for his soul.

About one mile and a-half from Towcester is *Easton Neston*, the seat of the Earl of Pomfret. The wings were built by Sir Christopher Wren, in the year 1682; the centre, by Hawksmore, about twenty years after; but since their time it has been considerably altered. This mansion has been rendered eminent in the estimation of artists and connoisseurs, from the splendid collection of ancient marbles, pictures, &c. which formerly decorated and gave dignity to the place. The statues, &c. were presented in the year 1755 to the University of Oxford, by Henrietta Louisa, Countess of Pomfret, a lady distinguished for her literary talents.





The name of Weedon Royal is modern, and has arisen from a large military depôt for arms, stores, &c., erected and formed during the late war. The military buildings, called the *Depôt*, consist of the governor's house; also barracks, with several spacious store-houses for artillery, musquets, ammunition, &c. A cut for the Grand Junction Canal is formed to communicate with the store-houses here; and by this canal the stores and troops can be readily and cheaply conveyed to almost any part of England.

At the *Globe* inn, Weedon, some of the coaches stop for refreshment; others at Daventry, and the remainder at Dunchurch. From Weedon, the road turns to the left, towards

Braunston, a small village on the borders of Warwickshire, where the Oxford canal joins the line of the Grand Junction. The church, which is a large handsome structure, has a fine octangular spire (150 feet in height), with crocketed angles.

Dunchurch, although only a village, contains many good houses, presenting the appearance of a small market-town; at the north extremity an obelisk has been erected, in the place of a cross which formerly stood here. The church is curious from presenting various styles of architecture; the doorways of the aisles are ornamented with rich mouldings. From Dunchurch to Rugby station the distance must be at least 5 miles; although most of the Itineraries state it to be but $2\frac{1}{2}$ miles to the town of Rugby, and only half a mile from the station.

24 $\frac{1}{2}$

27 $\frac{1}{4}$
Oxford
Canal

32 $\frac{1}{4}$

Daventry, a very ancient town, and certainly a place of note at the Norman conquest, contains many good houses and inns, and being the thoroughfare to Chester and the north-west country, derived its principal support from the travellers that pass through it.

Here are some remains of a priory, now inhabited by poor families. The place is easily discovered by several gothic windows, and a door accessible only by a long flight of steps. Four Cluniac monks were originally placed at Preston Capes, in this county, by Hugh de Leyeester, sheriff of the county, but, finding the situation inconvenient for want of water, he built a priory here, to which place he removed them about the year 1090; it was dedicated to St. Augustine, and was subordinate to St. Mary de Caritate. This house was most richly endowed, a circumstance that did not escape the keen observation of Cardinal Wolsey, for it was one of the monasteries dissolved by the permission of Pope Clement VII. and King Henry VIII., and granted to the Cardinal for the purpose of erecting his intended new colleges of Ipswich and Christ-church in Oxford. The conventual was afterwards made the parochial church.

The steep and dangerous hill at Braunston has been avoided by a new line carried down a small valley on the north side of the old road; and the valley west of the village has been filled up, and rendered safe and commodious.

RUGBY STATION.

29 Miles from Birmingham.

**ARRIVAL of the TRAINS from
BIRMINGHAM.***Sundays.*
First Train 3 p.m.*Week Days.*
First Train 30m. past 10
Second Train 30m. past 1
Third Train 0m. past 3**TIME of DEPARTURE of the
TRAINS for BIRMINGHAM.***Sundays.*
First Train 30m. past 2*Week Days.*
First Train 30m. past 2
Second Train 30m. past 4
Third Train 8 p.m.

There are no Road-posts between Rugby and Birmingham; but, to mark the distances, the miles, half-miles, and quarter-miles are painted on short pieces of boards stuck into the road on the *right* side, commencing at 29, and diminishing as you approach Birmingham.

Left.	Right.
<i>Distances of Towns and Villages from this Station.</i>	<i>Distance of Towns and Villages from this Station.</i>
Miles.	Miles.
To Bilton 2	To Ashby Magna 11½
Birdingbury 7½	Bitteswell 7½
Dunchurch 3½	Brinklow 4½
Frankton 6½	Churchover 3½
Granborough 6½	Church Lawford 3½
Harborough Magna... 2½	Clifton 2½
Hill Moreton 2½	Crick 6½
Kilsby 5½	Gilmorton 9½
Leamington Hastings.. 8	Husbands Bosworth .. 11
Marton 8½	LEICESTER 17½
RUGBY ½	Lubbenham 15½
Stockton 9½	LUTTERWORTH 6½
Wibtoft 8½	MARKET HARBOROUGH 17½
Withybrook 7½	Misterton 7½
Wolston 5½	Newbold-on-Avon 1
Yelvertoft 6½	Peatling Magna 13½
29 Emban.	
Swinford 5½	Welford 9½

Rugby. In the ninth year of Queen Elizabeth, a school was founded here by Lawrence Sheriff, a grocer of London. It was originally a free grammar school, for the children of the parishioners of Rugby and Brownsoever only, but afterwards for those of other places adjoining thereto.

He directed that "a fair and convenient school-house should be erected;" and in order to defray the expenses of this institution, and a range of almshouses on the same foundation, Lawrence Sheriff bequeathed the revenues arising from the rectory of Brownsoever, and a third part of twenty-four acres of land, situate in Lamb's Conduit-fields, London, and termed the Conduit-close.

The present trustees of Rugby school are twelve in number, by whom regular meetings are held, and in the month of August an annual examination takes place before them.

Fifteen exhibitions have been instituted, and the exhibitioners are allowed £40 per annum, to assist in their support, for seven years, in any college or hall they may choose for residence in either university. These are termed "Lawrence Sheriff's exhibitioners," and the vacancies are filled up at the annual examinations above referred to, which is attended by a member of each of the universities, Oxford and Cambridge, appointed for that purpose by their respective vice-chancellors.

Compared with the elegant mansion lately erected as a residence for the headmaster, his former habitation was an humble tenement; and the school-rooms were made commensurate with the limited nature of the establishment, and were built at different times, as its funds were found to improve.

28½
Bridge

Level

28
Emban.

27¾
Excav.

27½
Emban.

27
Bridge
Emban.

These accumulated so much, that the trustees, after a meeting, which took place in London, in May 1803, determined upon building a new edifice, and they obtained authority from the Lord Chancellor for that purpose.

The new structure is erected nearly on the same spot where the old buildings stood, at the southern extremity of the town, and it has an august and commanding appearance. It is upon a large scale, and is built of brick, but the angles, cornices, and dressings to the windows and openings are principally of Attleborough stone.

The style of architecture is that which prevailed at the period in which the school was originally founded in the reign of Queen Elizabeth. The principal front is towards the south, which extends 220 feet.

A gateway opposite the street forms the entrance to the schools, and leads to the principal court,—an area 90 feet long by 75 feet wide, with a collegiate cloister on the east, south, and west sides.

Several new buildings have been erected, to accommodate the boys as boarding-houses.

The head master is said to have as much influence and authority in the town as that possessed by the prior of a convent in ancient times, and is sometimes invested with the magisterial functions; his house is of an elegant and sumptuous character, suited to the condition of a rich and flourishing institution.

Rugby church is a plain building, dedicated to St. Andrew. The dissenters have also several places of worship.

Inns at Rugby are the *Spread Eagle* and *George*.

Bilton. A parish in the Rugby division of Knightlow, county of Warwick, $1\frac{1}{2}$ mile from Rugby, containing 500 inhabitants. The living is a rectory in the archdeanery of Coventry, and diocese of Litchfield and Coventry, rated at £16. 10s. $7\frac{1}{2}$ d. in the King's books. There is a free school, endowed in 1783 by L. Freeman, Esq.

Church Lawford. A parish in the Rugby division of the hundred of Knightlow, four miles from Rugby, containing 400 inhabitants. The living, which is in the gift of Lord Montague, is a rectory, rated in the King's books at £11. 15s. 5d. The church is dedicated to St. Peter.

New house, to be let, unfurnished—perfectly so, within and without!

The land on each side frequently inundated.

Wolstone Heath.

Close to the railroad are the ruins of *Brandon Castle*.

The house having the appearance of a gentleman's seat is *Brandon Academy*.

White building—a silk-manufactory.

The winding of the Avon presents a pretty object.

26 $\frac{7}{8}$
Bridge
Excav.

26 $\frac{1}{2}$
Emban.

26

25 $\frac{3}{4}$
Bridge
Excav.

25 $\frac{1}{2}$
Excav.

25
Bridge
Emban.

24 $\frac{1}{2}$
Bridge

23 $\frac{3}{4}$
Emban.

23 $\frac{1}{2}$

Bridge
Emban.

22 $\frac{1}{2}$
Excav.

22 $\frac{1}{4}$
Bridge

Newbold-upon-Avon. A parish in the Rugby division. The living is a vicarage in the archdeanery of Coventry. The rivers Avon and Swift run through the parish, in which are extensive lime-works.

Binklow lies some distance from the line. Formerly a castle stood here belonging to the family of Mowbray, and subsequently to that of De Stuteville: to a member of the latter family, King John granted the permission to hold a weekly market — long discontinued. The *Oxford Canal* crosses the parish, and in its course through it is twice intersected by the Roman fosse-way, on the line of which there are some traces of an encampment.

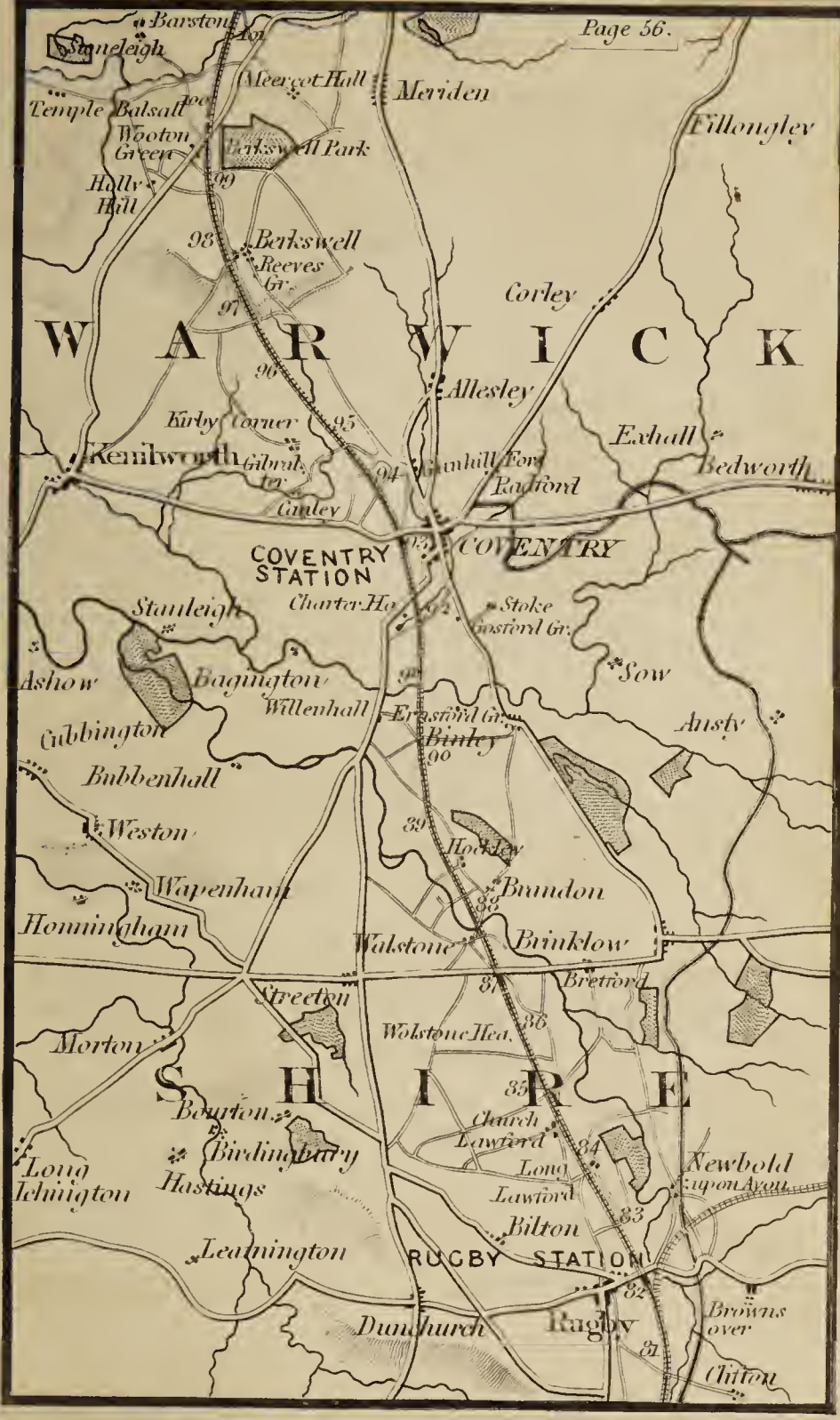
Mill.

The residence of Mrs. Herne.

Brandon, a hamlet in that part of the parish of Wolstone which is in the Kirby division of the hundred of Knightlow, six miles from Coventry.

Bridge of fifteen arches across the Avon.

Binley, a parish in the Kirby division of the Hundred of



Stansleigh

Barston

Temple Balsall

Wootton Green

Holly Hill

Meercot Hall

Meriden

Berkswell Park

Fillongley

Berkswell

Reeves Gr.

Corley

W A R W I C K

Kirby Corner

Allesley

Exhall

Bedworth

Kenilworth

Gibbington

Canley

Canhill Farm

Ratford

COVENTRY STATION

COVENTRY

Charter Ho.

Stoke

Muston Gr.

Stanleigh

Sow

Ashow

Baginbton

Willenhall

Erastford Gr.

Ansty

Gibbington

Bubbenhall

Bingley

Weston

Hockley

Wapenhall

Hommingham

Brundon

Walstone

Brinklow

Streeton

Bretford

Morton

Wolstone Hea.

S H I R E

Boughton

Bindingbury

Church Lawford

Long Lawford

Newbold upon Avon

Long Ichington

Hastings

Leamington

RUGBY STATION

Dunchurch

Rugby

Browns over

Chitau

Wolstone, $5\frac{1}{4}$ miles from Coventry, contains, with the hamlets of Brandon, Bretsford, and Marstone, 1,000 inhabitants. The living is a vicarage, in the diocese of Litchfield and Coventry. The church, which is a large cruciform structure, is dedicated to St. Margaret. An alien priory was founded here soon after the Conquest, which, at its suppression, was attached to the Carthusian priory at Coventry.

Willenhall contains about 120 inhabitants, is $2\frac{3}{4}$ miles from Coventry, and forms part of the parish of the Holy Trinity, city of Coventry.

Baginton. Here was anciently a castle, in which the Duke of Hereford, afterwards Henry IV., lodged, previously to the day appointed for the combat between him and the Duke of Norfolk, in the reign of Richard II.

$22\frac{1}{8}$
Bridge
Excav.

22
Bridge
Excav.

$21\frac{1}{4}$
Bridge

21
Bridge

$20\frac{3}{4}$
Emban.

Knightlow, $2\frac{1}{4}$ miles from Coventry, containing 200 inhabitants.

The *Avon*, which is crossed at the 23-mile-post, enters this county at Bensford-bridge, and adding great beauty to the delightful territory of Warwick Castle, as it flows beneath the cliff on which those lofty towers, projecting before the town and church of Warwick, are situated, glides through a charming country to the celebrated spot of Stratford-on-Avon, the birth-place of our immortal bard.

Here the first view of Coventry steeple is obtained.

The sides of the embankments from here nearly to Birmingham are planted with small trees.

COVENTRY STATION.

$18\frac{1}{4}$ Miles from Birmingham.

ARRIVAL of the TRAINS from
BIRMINGHAM.

Sundays.

First Train 20m. past 2

Week Days.

First Train 50m. past 9

Second Train 50m. past 12

Third Train 20m. past 2

ARRIVAL of the TRAINS from
RUGBY.

Sundays.

First Train 3 p.m.

Week Days.

First Train 3 p.m.

Second Train 5 p.m.

Third Train 30m. past 8

Omnibuses attend the arrival of the Trains from the *Craven Arms* and *King's Head Arms*.

Left.	18	Right.
<i>Distances of Towns and Villages from this Station.</i>	Bridge Excav.	<i>Distances of Towns and Villages from this Station.</i>
Miles.		Miles.
To Ashow	$17\frac{3}{4}$	To Allesley
Baginton	Emban.	ATHERSTONE
Claverdon		Bedworth
Cubbington		Bulkington
HENLY-IN-ARDEN		Barbách

To Honily	7	17½	To Chilvers Coton.....	8½
KENILWORTH	4½		COLESHILL	12
Knowle	10½	Bridge	Corley.....	4½
LEAMINGTON PRIORS..	8		Fillongley	6½
Leek Wootton	7	Excav.	Foleshill	2½
Offchurch	8¾		HINCKLEY	13½
Packwood	12½	16⅞	Maxtoke	9½
Radford Semile.....	10		Meriden.....	6
Rowington.....	10½	Bridge	NUNEATON	8½
Stretton	6½		Over Whitacre	9½
Stoneleigh	3½	16¾	Packington, Great	7½
Temple Balsall.....	9		Little	9
Wapenbury	6½	Emban.	Stoke	1½
WARWICK	9½		Wolvey	9
Weston	6½			

Hotels.—The Craven Arms, King's Head, Castle, and City Hotel: the latter is a reasonable and comfortable small house.

Coaches from Coventry.

To Leamington and Warwick, through Kenilworth, morning, 7, 9, and 11; afternoon, 3, 4, and ½ past 6.

To Leicester, through Bedworth, Nuneaton, and Huncley, ¼ before 10 every morning; ½ past 2 and 5 evening (Sunday excepted).

To Cheltenham, every day (Sunday excepted), mornings, 7 and 11.

To Stratford-on-Avon, every day except Sunday, morning, 7 and 11; afternoon 3.—To Atherstone, afternoon, 5, every day except Sunday.

Coventry.

A pleasantly situated city; the streets in general are narrow, and composed of very ancient buildings. Before the cathedral was taken down, Coventry possessed a matchless group of churches, all standing within one cemetery. St. Michael's, at present, is a specimen of the most beautiful steeple in Europe: a tower enriched with saintly figures on the sides, an octagon rising out of it, and that lengthened into a most beautiful spire.

The religious public edifices of Coventry are truly worthy of attention. The churches are three in number; that of St. Michael is a beautiful specimen of the Gothic, or English, style. The first building

On this spot, dedicated to this saint, stood in the reign of King Stephen, when Ralph, Earl of Chester, rendered it to the monks of Coventry, and it was then called the chapel of Saint Michael. In the 44th of Henry III. the church here was regularly appropriated to the prior and monks. The most ancient part of this fine structure is the steeple, begun in 1373, and finished in 1395. It was built at the charge of William and Adam Botoner, several times mayors of Coventry. An elevation more delicate in symmetry, more chastely ornamented, or more striking in general character, was, perhaps, never designed by the greatest school of builders. It commences in a square tower, no portion of which remains blank, though no superfluous ornament can be perceived. The windows are well-proportioned, and the buttresses eminently light. The figures of saints are introduced in various niches, and each division is enriched with a bold, but not redundant, spread of embroidery work and embossed carving. The tower is one-hundred and thirty-six feet three inches in height; and on it stands an octagonal prism, thirty-two feet six inches high, supported by eight springing arches of graceful and easy character. The octagon is surmounted by a battlement from within, which proceeds to a spire one-hundred and thirty feet nine inches in height, adorned with fluting, and embossed so as to resemble pilasters. The beauties of this steeple are so evident to the common eye, that nothing else is wanting to impress them on the attention. It is therefore not

astonishing that Sir Christopher Wren pronounced this structure a master-piece of building.

The body of St. Michael's church is supposed to have been erected in the time of Henry VI., and mostly in the early part of his reign : in his latter years he once attended religious service here. The interior consists of a body and two side-aisles, divided by lofty arches, with clustered pillars. The windows of the upper story, running along the whole of the sides, are ornamented with ancient painted glass, expressive of various religious subjects. The ceiling is of oak, ribbed and carved. On each side of the nave is a gallery, with a good organ. The steeple contains a melodious peal of bells, which were put up in 1429, but it was thought proper, in 1794, to construct a frame-work within the tower; and, in 1807, the whole were hung afresh, upon an improved plan, at which time the tenor, weighing upwards of thirty-two hundred, was re-cast.

Trinity church being situated so near as it is to St. Michael's, loses much in estimation as a structure, from the comparison inevitably forced on the spectator's mind. This building approaches to the cruciform character; and from the centre rises a square tower, out of which a lofty spire directly issues. The original spire was blown down in the year 1664, and re-built in 1667. The entire height from the ground is two-hundred and thirty-seven feet. The faces of the tower have been highly worked, though with much less delicacy than that of St. Michael's. The

east end of Trinity church was taken down in 1786, and rebuilt as nearly as possible in its original manner.

Coventry is divided into wards, and is governed by a mayor, aldermen, and common-council-men. The mayor and aldermen are justices of the peace for the city and county. In 1683, the city charter was renewed with various alterations. There are four annual fairs; the most important of these was granted by Henry III., and, according to the charter, is permitted to continue eight days. The procession connected with this fair is founded upon the fantastical story of Lady Godiva. Respecting the origin of this fair, it has been observed: "That there was a convent here in early times, appears from the testimony of John Rous, and of Leland, who says it was founded by King Canute; and that when the traitor Edric ravished this country, in 1016, he burnt the nunnery of this city, of which a holy virgin, St. Osburgh, had been abbess. On its ruins, Leofric, fifth Earl of Mercia, and his countess, Godiva, founded a monastery for an abbot and twenty-four Benedictine monks, dedicated to the Virgin Mary, St. Peter, and St. Osburgh.

"Leofric and his lady both died about the latter end of the reign of Edward the Confessor, and were buried in the church of the abbey they had founded. The former seems to have been the first lord of this city, and the latter its greatest benefactor; as will appear from the following tradition, which has given rise to the above-mentioned procession, and which is not

only firmly believed at Coventry, but is recorded by many of our historians.

“ The earl had granted the convent and city many valuable privileges ; but the inhabitants having offended him, he imposed on them very heavy taxes ; for the great lords, to whom the towns belonged under the Anglo-Saxons, had that privilege. The people complained grievously of the severity of the taxes, and applied to Godiva, the earl’s lady, a person of great piety and virtue, to intercede in their favour. She willingly complied with their request ; but the earl remained inexorable. He, however, told his lady, that were she to ride naked through the streets of the city, he would remit the tax ; meaning that no persuasion whatever should prevail with him ; for it is not to be supposed that he could imagine that his lady, who was remarkable for her modesty, would condescend to expose herself in so singular and indecent a manner to the populace. The lady, however, sensibly touched by the distress of the city, generously resolved to relieve it, even on the terms proposed ; and being happy in fine flowing locks, rode decently covered to her very feet with her lovely tresses.”

In the neighbourhood of Coventry, on the south-east, stood a monastery belonging to the Carthusians, of which William, Lord Zouch, of Harringworth, was the founder ; and, in 1385, Richard II. honoured it by becoming its titular founder. The remains of this structure are trifling, but a commodious dwelling-house has been raised on its site, which is called the

Charter House. In the garden are many small doors that were formerly entrances to the cells.

Two parliaments have been held in this city, in the great chamber of the priory. The first, in the year 1404, by Henry IV., was styled *Parliamentum Indoctorum*, from its inveteracy against the clergy, whose revenues it was determined not to spare, whence also it was called the Laymen's Parliament. The other was held in the chapter-house of the priory, in the year 1459, by Henry VI., and was called *Parliamentum Diabolicum*, by reason of the number of attainders passed against Richard Duke of York and his adherents. This city sends two members to Parliament.

Travellers in their walks through the city are sometimes shewn a chamber in Gosford-street, noted for the melancholy end of Mary Clues, who was almost consumed by fire in February 1772. In consequence of her excessive drinking, she had been confined to her bed a considerable time. The evening previous to the accident, she was left with a rushlight on the chair by the head of the bed. The next morning a great smoke was perceived in the room. On bursting the door open, some flames appeared that were easily extinguished. The remains of the woman lay on the floor, but the furniture of the room was only slightly damaged, the bed superficially burnt. Her body is supposed to have become as inflammable as a lamp, and that falling out of bed she took fire by the candle, as her bones appeared to be entirely calcined.

STRATFORD-ON-AVON.

It may not be uninteresting to insert an account of this handsome and well-built town.

It is approached by a fine stone bridge thrown over the river Avon, 376 yards in length. A stone pillar, placed on the third pier from the east end, bears this inscription, "Sir Hugh Clopton, knight, Lord Mayor of London, built this bridge at his own proper expense, in the reign of Henry y^e Seventh."

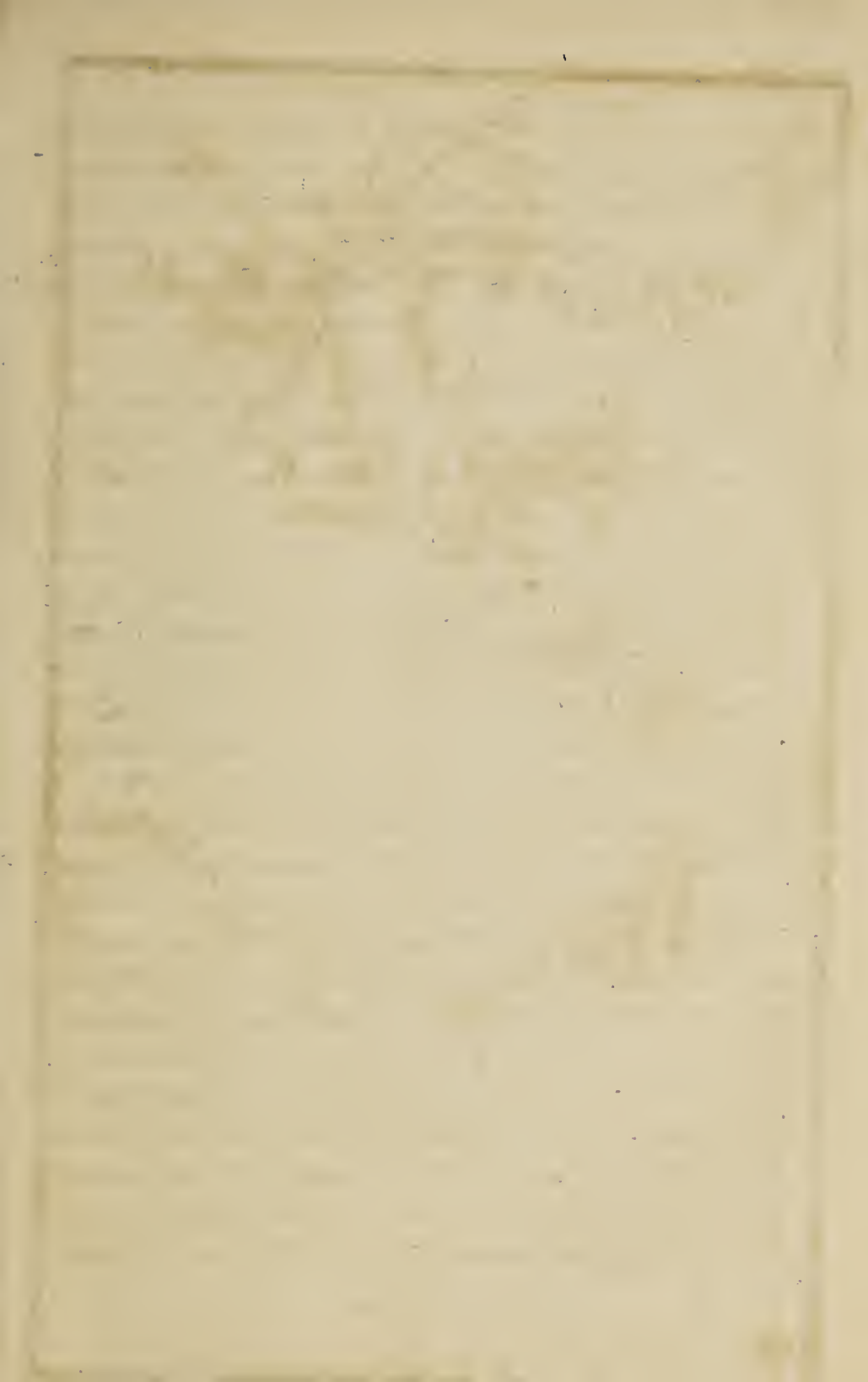
The town of Stratford consists of twelve principal streets, and presents a cheerful, though not a busy, aspect. It is well paved and extremely clean. The different fires that occurred towards the close of the sixteenth, and early in the seventeenth centuries, have destroyed much of its ancient simplicity of domestic character. There are, however, some specimens remaining of houses, which must have been constructed anterior to Shakspeare's time. The buildings of later erection are, in general, neat and commodious, and many handsome and capacious dwellings occur in various parts of the town.

New Place, the residence of Shakspeare when he had attained comparative affluence, according to Mr. Wheeler's History of Stratford, was originally erected by Sir Hugh Clopton, knight, in the time of Henry VII., and being then called *The Great House*, was probably the largest in the town. The property afterwards passed to the Underhall family, and from them it was purchased by Shakspeare, in 1597, who having

repaired and modelled it to his own mind, changed the name to that of New Place, which, in 1753, came to the Rev. Francis Gastrell, vicar of Frodsham, in Cheshire; who having an aversion to any inquiries after the remains of Shakspeare, made the celebrated mulberry-tree, planted by the hand of that great poet, the first object of his vengeance. Being then remarkably large, and at its full growth, he not only ordered it to be cut down, but to be cleft in pieces for firewood. This occurred in the year 1756; but the greater part of the wood being purchased by Mr. Thomas Sharp, of Stratford, he turned it to considerable advantage by converting every fragment into small boxes, goblets, &c. Nor did the buildings of New Place long escape the destroying hand of Mr. Gastrell; for, as he was compelled to pay the monthly assessments for the maintenance of the poor, because he resided part of the year at Lichfield, though his servants remained at Stratford, he declared that house should never be assessed again, and in 1759 he razed the building to the ground, disposed of the materials, and left Stratford, amidst the rage and curses of its inhabitants. The site of New Place being afterwards added to the garden adjoining, it was sold in 1775 by Mr. Gastrell's widow.

The public buildings in Stratford are of a highly respectable class. The church, a spacious and venerable structure, is dedicated to the Holy Trinity. It is built cathedral-wise, and surmounted by a square tower, rather low. An octagonal spire of stone has

taken place of one of wood, and the different parts of the church have been built at various periods, though mostly in the fourteenth and fifteenth centuries. The approach to this structure is through a long avenue of lime-trees, the foliage of which is so intermingled in summer as to produce a solemn, but yet a grateful shade. The church, standing on the margin of the Avon, is embosomed in lofty and "time-honoured" elms. The interior is divided into a nave, two aisles, a transept, and a chancel; the nave is formed by six hexagonal pillars, supporting pointed arches. Over a gothic door-way, forming an entrance on the west, are three niches, formerly containing statues, above which is a fine window, nearly the width of the nave. At the eastern termination, where two altars formerly stood, is now placed a good organ. The south side was rebuilt in the beginning of the fourteenth century, by John de Stratford, Bishop of Winchester, and at the east end he founded a chapel dedicated to Thomas à Becket. The east end of the north aisle contained a chapel dedicated to the Holy Virgin, now entirely occupied by the monuments of the Clopton family. The chancel, a fine building, was erected by Dr. Thomas Balsall, warden of the college of Stratford, in the fifteenth century. The five large uniform windows on each side were formerly ornamented with painted glass. There are several recesses in the walls, and round the western end is a range of stalls, with their lower parts carved in a curious and very grotesque manner. The monuments and inscriptions are





numerous. All that is earthly of the incomparable Shakspeare lies on the north side of the chancel, beneath a stone which has this inscription :

“ Good Friend for Jesus Sake Forbear,
To Digg the Dust Enclosed Heare ;
Bless be ye Man yt Spares Thes Stones,
And Curst be He yt Moves my Bones.

About five feet from the floor, on the north wall, is the monument ; as inarched between two corinthian columns of black marble, with gilded bases and capitals, is placed the half-length effigies of Shakspeare, with a cushion before him, a pen in his right hand, and his left resting on a scroll. Above the entablature are his armorial bearings, the Arden arms and crest ; the tilting-spear point upwards, and the falcon, supporting a spear, for the crest. Over the arms, at the pinnacle of the monument, is a death's head ; and on each side is a boy figure in a sitting attitude, one holding a spade, and the other, whose eyes are closed, bearing with the left hand an inverted torch, and resting the right upon a chapless scull. The effigies of Shakspeare was originally coloured so as to resemble life, and the appearance, before touched by innovation, is thus described : “ The eyes were of a light hazel, and the hair and beard auburn. The dress consisted of a scarlet doublet, over which was a loose black gown without sleeves. The lower part of the cushion before him was of a crimson colour, and the upper part green, with gilt tassels” In the year 1741, this monument was repaired, at the instance of

a travelling company of players, who raised money for that purpose by performing in Stratford the play of 'Othello.' In this repair, the colours originally bestowed on the effigies were carefully restored by a limner, residing in the town; but in 1793, the bust and figures above it were painted white at the request of Mr. Malone.

Beneath the bust are the following lines, probably by Ben Jonson:—

JUDICIO PYLIUM, GENIO SOCRATEM, ARTE MARONEM
TERRA TEGIT, POPULUS MÆRET, OLIMPUS HABET.

Stay Passenger, Why Goest Thou By So Fast
Read If Thou Canst, Whom Envious Death hath Plast
Within This Monument, Shakespeare With Whome
Quick Nature Dide; Whose Workes Doth Deck ys Tombe,
Far More Then Cost; Sieh All yt He Hath Writt,
Leaves Living Art, but Page to Serve His Witt.

Obiit Ano Doi., 1616, Ætatus 53, Die 23 Ap.

The bust was evidently executed by a sculptor of some taste and skill, and is certainly an estimable relic, as we are fairly warranted in supposing that it was approved on the score of resemblance by those relatives familiar with Shakepeare's person, under whose direction the monument was erected. The eyebrows are strongly marked; the forehead unusually high; the head nearly bald; and the face evincing an habitual composure. The remains of the wife of Shakspeare, who died in August 1623, at the age of 67, lie between the grave of her husband and the north wall of the chancel. On a brass plate which expresses her age, &c. are written some pious Latin

verses, probably by her son-in-law, Dr. Hall. Two other flat stones denote the place of the interment of Shakspeare's beloved daughter, Susanna, and her husband John Hall, the physician. A copy of some English verses, formerly upon Mrs. Hall's tomb, are preserved in Dugdale; but these were many years since purposely obliterated to make room for another inscription on the same stone for Richard Watts, no relation to the Shakspeare family.

The crypt, or charnel-house, formerly attached to Stratford church, was an object of much curiosity, and was not demolished till the year 1800. Here was a vast assemblage of human bones, probably the collection of several ages, though it is supposed the custom was discontinued at the Reformation, as no addition had been made to them in the memory of the oldest inhabitant living in the last century.

The guild of the Holy Cross was founded at Stratford at a very early period, but the exact time is not known. The possessions of the fraternity remained in the crown till the seventh of Edward VI., and the chapel belonging to them is a considerable ornament to the town. In 1804, when this chapel was repaired, it was accidentally discovered that the interior face of the walls had been embellished with fresco-paintings, and some accumulated coats of white-wash were dexterously removed; however, the execution of these paintings was much too good for the trite subjects of popes and emperors, priests and purgatory dragons,

and devils, with reprobates, &c., hastening to the infernal regions.

The Guildhall, on the south of the chapel, is supposed to have been built by Robert de Stratford, towards the end of the thirteenth century. The lower part is now used for public business, and the upper as a grammar-school, founded in the reign of Henry VI. by an ecclesiastic, named Jolepe. Contiguous to the Guildhall are alms-houses, where twelve poor men, and as many women, receive five shillings each per week, besides apparel, &c.

The Town Hall is a fine structure of the Tuscan order, erected in 1768. On the west front are placed the arms of the corporation, and in a niche, at the north end, is a good picture of Shakspeare, painted by Gainsborough, and presented for the purpose by Garrick; and on a scroll are some lines from 'Hamlet:'—

“ Take him for all in all,
We ne'er shall look upon his like again.”

Another inscription records the rebuilding of this edifice in 1768, by the corporation and the inhabitants, &c. The chief room of this building is sixty feet long by thirty, and is adorned by the portraits of Shakspeare, Garrick, and John Frederic, late Duke of Dorset.

If ever any author merited the celebration of a periodical festival, Shakspeare certainly called for that distinguished honour. Many persons of high rank and approved taste had admired; many excel-

lent critics and commentators on this divine bard had exerted their talents in the illustration of his text, and bestowed upon his writings a profusion of just panegyric; but the idea of a jubilee, or grand festival to his honour, was reserved to David Garrick.

This judicious and well-timed compliment gave rise to the Jubilee of Shakspeare. In September, 1769, an amphitheatre was erected at Stratford, upon the plan of Ranelagh, decorated with various devices. Transparencies were invented for the town-house, through which the poet's most striking characters were seen. A small old house, where Shakspeare was born, was covered over with a curious emblematical transparency; the subject was the sun struggling through clouds to enlighten the world, a figurative representation of the fate and fortunes of the much-beloved bard. The Jubilee lasted three days, during which time, entertainments of oratorios, concerts, pageants, fire-works, &c. were presented to a very brilliant and numerous company, assembled from all parts of the kingdom. Many persons of the highest quality and rank of both sexes, some of the most celebrated beauties of the age, and men distinguished for their genius and love of the elegant arts, thought themselves happy to fill the grand chorus of this high festival.

Warwick is a delightfully-situated, clean, and populous borough and market-town, containing about 10,000 inhabitants. Historians agree that it was a considerable town prior to the Roman invasion. The Romans, to secure their conquests in this part of the country, erected several fortresses on the banks of the Avon; *Warwick Castle* is supposed to be one. The present town is comparatively modern, as, after the fire which occurred in 1694, and nearly destroyed the town, it was rebuilt with more magnificence, and the freestone for the superstructure was dug from the quarries of the rock on which it was founded. The streets, which are spacious and regular, all meet in the centre of the town, which is served with water by pipes, from springs half-a-mile off.

Though populous, the town of *Warwick* has but two parish-churches; it had formerly six, and as many monasteries. The hospital of St. Michael, founded by Roger, Earl of *Warwick*, the latter end of the reign of Henry I., still exists. In the north-east suburb was the hospital of St. John the Baptist, founded by William, Earl of *Warwick*, in the reign of Henry II., chiefly for the entertainment of strangers and travellers.

Here is a handsome town-hall, of free-stone, supported by pillars, in which are held the assizes and quarter-sessions; also three charity schools, an hospital for twelve decayed gentlemen, another for eight poor women, and two others for unfortunate tradesmen.

Warwick Castle stands on the northern bank of the river Avon. The æra of its first erection is doubtful; neither are the founders better ascertained,

16 $\frac{5}{8}$
Gates
Excav.

16 $\frac{1}{2}$
Emban.

15 $\frac{3}{4}$
Gates

15 $\frac{1}{4}$
Gates

14 $\frac{3}{4}$
Bridge

14 $\frac{1}{4}$
Excav.

14
Bridge

13 $\frac{3}{4}$
Tunnel
Bridge

13 $\frac{1}{8}$
Bridge
Excav.

13
Emban.

12 $\frac{7}{8}$
Gates

some attributing it to the Romans, others to Kimbelinc, the British king; and Dugdale ascribes it to Ethelstede, or Ethelfleda, daughter of King Alfred. The castle belonged to the Crown in the time of King Edward the Confessor, as a special strong-hold for the defence of the midland parts of the kingdom. Some remains of this ancient work were visible in Dugdale's time: the mount is still to be seen on the west side of the present castle. At the conquest, William employed Turkill de *Warwick* to enlarge and fortify it; for which purpose four houses, belonging to the monks of Coventry, were destroyed; but, on its completion, he entrusted it to the custody of Henry de Newburgh, his countryman, whom he created Earl of *Warwick*.

In the time of Henry III., the castle was deemed of such importance, that the king's precept was sent to the Archbishop of York, and William de Cantalupe, for requiring good security of Margery, sister and heir of Thomas, Earl of *Warwick*, that she should not take to husband any person whatsoever in whom the king could not repose trust as in his own self. The chief reason alleged was, the strength of the castle, and its vicinity to the marshes.

The rock on which this castle stands is forty feet higher than the Avon; but on the north side it is even with the town. From the terrace there is a beautiful prospect. The rooms are adorned with many original paintings by Vandyke; and there is one apartment not inferior to any in the royal palaces. Across the river, near the castle-bridge, is a stone-work dam, where the water falls over it as a cascade, under the castle walls.

Kenilworth Castle was granted to Robert Dudley, Earl of Leicester, by Queen Elizabeth. This nobleman expended upon it upwards of £60,000 in improvements. When the whole was completed, the Queen spent here seventeen days, and was entertained with great cost, and a variety of shows.

Farm-house.

Stoneleigh is $3\frac{1}{2}$ miles from Kenilworth. In the neighbourhood is *Stoneleigh Abbey*, originally founded by Henry II., in the year 1154, for Cistercian monks, which was so rich that at the dissolution it was valued at £128. 2. 5. Its situation—on an extensive plain, rising gently from the Avon—is peculiarly beautiful. Of the ancient building, the remains are formed into domestic offices belonging to the modern “Hall,” erected by the family of Leigh.

Barston-on-the-hill contains about 350 inhabitants. The living is a perpetual curacy in the gift of the rector of Berkswell. It is $4\frac{1}{2}$ miles from Warwick.

Bridge across the Bligh river. By the side of this splendid modern erection, will be perceived an *ancient* bridge. The contrast between *old* and *new times* is no where more evident between London and Birmingham.

Hampton-in-Arden, on the hill, contains, with the villages of Balsal, Knowle, Kinwalsey, and Nuthurst, near 3,000 inhabitants. The church formerly had a lofty spire, which was destroyed by fire in 1643. Henry III. granted a charter for a fair

$12\frac{5}{8}$
Bridge
Excav.

$12\frac{3}{8}$
Bridge
Excav.

12

$11\frac{7}{8}$
Bridge

$11\frac{1}{2}$
Bridge

11
Emban.

$10\frac{1}{2}$
Bridge

$10\frac{1}{4}$
Bridge
Emban.

$9\frac{3}{4}$

Berkswell, a parish in the Solihull division of the Hundred of Hemlingford, county of Warwick, six miles from Coventry. This living is a rectory; patron, Sir Eardly Wilmot. There is an endowment of £75 a-year for the support of a school, and other charitable purposes.

On the right (out of sight). *Berkswell Court*, the seat of Sir Eardly Wilmot.

Meriden, a village containing 1,000 inhabitants. The church (the patronage of which is in the Earl of Aylesford) has been enlarged by a grant from the Society for Building and Enlarging Churches and Chapels. It lies six miles W.N.W. from Coventry.

Coleshill, a market-town, pleasantly situated on a hill. The spire of the church, which was formerly fifteen feet higher, may be seen from many parts of the line; but the best view of the town is obtained from the $5\frac{1}{2}$ mile post. It consists of one long street, and was possessed by Edward the Confessor, and afterwards by the Conqueror. It fell, either in his reign or that of William Rufus, into the hands of the Clintons, in whom it continued till the year 1353, when it passed to Sir John de Mountfort, by virtue of his

and market, long discontinued. The *Birmingham and Warwick Canal* passes through the parish. The living is a vicarage in the patronage of the Master and Brethren of Leicester Hospital, in Warwick. The white house near the church "*belongs to the parson, in course,*" as a bumkin smartly answered to my inquiry.

Formerly, a castle stood here; the entrenchments are still visible.

Bickenhill Church, a parish in Solihull division of the hundred of Hemlingford, contains, with Lyndon and Marston quarters, 700 inhabitants. The living is a discharged vicarage, in the arch-deaconry of Coventry and diocese of Litchfield, in the patronage of the Earl of Aylesford. The church is dedicated to St. Peter.

Solihull, a market town on the high road from Warwick to Birmingham, containing about 3,000 inhabitants. The church, which is considered a handsome building, is of the cruciform style, with an embattled tower, and octagonal spire from the intersection; the mouldings and corbels in the interior are very elegant, and there are some fine specimens of screen-work.

Bridge across the high road from Coventry to Birmingham.

Elmdon, the living of which is a discharged rectory in the archdeaconry of Coventry and

marriage with Joan, daughter of Sir John Clinton. The Mountforts held it till the reign of Henry VII., upon the cruel attainder and execution of Sir Simon Mountfort, for sending £30 by his younger son, Henry, to Perkin Warbeck, on supposition that Perkin was the real son of his former master, Edward IV. This brought ruin on himself and family. He was tried at Guildhall, in the year 1494, and condemned to be drawn through the city, and hanged and quartered at Tyburn. His manor of Coleshill was immediately bestowed on Simon Digby, deputy-constable of the castle, who brought the unfortunate gentleman to the bar.

In the church, which is an old structure, are numbers of fine tombs. Among others, that of the above-mentioned Simon and his spouse Alice, who lie under a tomb erected by himself. He died in the year 1519.

The figure of Simon Digby is in armour, with lank hair, and bare-headed. His grandson John, and great-grandson George, are represented in the same manner, with their wives. The first died in 1558, the last in 1586. These are of alabaster, and painted.

The vicarage is in the gift of Lord Digby. The spire was struck with lightning in the year 1550, when the inhabitants sold one of the bells towards the expense of the repairs.

Coleshill contains, with two neighbouring villages, not more than 600 inhabitants. The living is a discharged vicarage; patron, the Earl of Aylesford.

Maxtoke, formerly noted on account of its priory, founded in the reign of Edward III. for Augustine monks. Part of this abbey is still standing, from which it appears to have been

9½
Bridge
Excav.

9⅜
Bridge

9¼
Nearly
Level

9
Emban.

8½
Bridge

7⅜
Bridge

diocese of Litchfield and Coventry, in the gift of the Spooner family. The tower to the church was put up at the expense of A. Spooner, Esq., in 1781, at an expense of £3,000. The water to supply the village is forced up by a self-acting engine.

Marston Green, a village divided against itself, the railroad having cut through it.

Take care of your hats !

Sheldon, a village in the hundred of Hemlingford, contains 500 inhabitants. The living, a rectory, in the gift of the Earl of Digby, is rated in the king's books at £8.10s.10d. The church is principally in the decorative style, with a modern tower. It is one mile from the boundary of the counties of Worcestershire and Warwickshire.

Yardley is in the county of Worcestershire, $4\frac{1}{2}$ miles from Birmingham, containing 2,500 inhabitants. The church exhibits various specimens of architecture, with a fine tower and spire, which may be seen at a great distance. The incorporated Society for the Enlargement of Churches and Chapels have lately granted £100 for that purpose. The poor of the parish are well provided for by various bequests. It was originally the intention to have carried the railroad through or near this village, but the landowners wanted such long measure for their *yard*, that the directors were obliged to make the great curve which is at this spot.

$7\frac{1}{4}$
Excav.

7
Bridge
Emban.

$6\frac{3}{4}$
Emban.

$6\frac{1}{4}$
Bridge

6
Gates

$5\frac{3}{4}$
Emban.

$5\frac{1}{2}$
Emban.

$4\frac{3}{8}$
Bridge
Excav.

$3\frac{3}{4}$
Bridge

$3\frac{5}{8}$
Bridge

$3\frac{1}{4}$
Gates

3
Emban.

$2\frac{7}{8}$
Bridge

Last
Bridge

$1\frac{1}{4}$
Emban.

originally a stately and magnificent structure.

About a mile from this priory, one of the earls of Huntingdon built a strong castle, as a seat for himself and his successors, but it afterwards fell into other hands. The whole of this stately building is still standing, it having been repaired at different times, and is one of the best preserved ancient edifices in the kingdom.

About four miles to the north-west of Coleshill is *Castle-Bromwich*, the seat of the Earl of Bradford, which takes its name from an ancient castle, the site of which is only known from tradition.

Three miles from Coleshill is *Packington-Hall*, the seat of the Earl of Aylesford. The manor anciently belonged to the priory of Kenilworth, being granted to it by Geoffrey de Clinton, lord-chamberlain to Henry II. By the marriage of Mary, daughter and heiress of Sir Clement Fisher, Bart., with Heneage, second earl of Aylesford, the place was transferred to the late family.

Leigh Hall.

Stetchford village.

View of BIRMINGHAM.

Vauxhall Station, for Grand Junction Railway.

Birmingham.

In the approach to this celebrated town, (the third for population and extent in England,) the upper part appears to be seated on the side of a hill, in a kind of peninsula, bordered by parts of the counties of Stafford and Worcester. The buildings of Birmingham, like those of most English towns, not formed in dependance upon a castellated defence, were originally placed in a low and watery situation. The chief street of the ancient town is that termed Digbeth, where there are some excellent springs. At the restoration of Charles II., the town of Birmingham consisted of about fifteen streets, not all finished, and about 900 houses. The increase of buildings since then has exceeded the expectations of the most sanguine: the town no longer crouches in humility of site, but boldly solicits the ingress of the winds from each point of the compass. Modern Birmingham, nearly of an oval form, is approached on every side by an ascent, except from the north-west; and as scarcely any of the streets lie on a dead flat, every shower conduces to cleanliness and health. What is called the Crescent is a fine range of domestic buildings, elevated upon a terrace, of 1,182 feet in length and seventeen feet high. The air is naturally pure, and the soil a dry reddish sand; the lowest apartments are free from damp; hence agues, and

the numerous tribe of distempers incidental to moist situations, are here unknown, and instances of longevity are strikingly numerous. Before Birmingham became so eminent for its manufactures, that part of it called Digbeth abounded with tanners, and large numbers of hides arrived weekly for sale, and supplied the whole county. When the weather permitted they were ranged in columns in the High-street, and at other times deposited in the Leather-hall. This market, begun about seven hundred years ago, continued till the beginning of the last century. Two officers are still annually chosen by the name of leather-sellers; but shops are erected upon the tan-flats, and the Leather-hall is gone to ruin.

Its ancient manufactures were confined to coarse iron-ware, nails, bits, and some lacquered articles. Shortly after the Revolution, one of its principal manufactures, fire-arms, got a degree of celebrity which was exceedingly advanced by obtaining a contract for furnishing a supply to government; and at the same time the prohibition of French commodities, although it could not destroy a predilection for their fashions, yet established the necessity of deriving from ourselves the materials of decoration, and the profusion of buttons, with which dress-clothes were then ornamented, became supplied by London and Birmingham. As the demand increased, the latter obtained the pre-eminence, from her advantages in the price of labour, fuel, and the necessities of life. Soon after, the iron and metal-buckle

trade became extensive: various circumstances, aided by the genius and persevering industry of the inhabitants, afterwards created a number of new objects in the toy and hardware lines; yet, until the establishment of the late John Taylor, Esq., there does not appear to have been any manufacturer upon that general and extensive scale of which Birmingham can, in the present day, furnish such numerous instances. It is scarcely sixty years since there was not a single mercantile house which corresponded directly from thence with any foreign country, but furnished their products for the supply of those markets through the medium of merchants in London; at this time the principal orders for foreign supply come directly to merchants or manufacturers resident in the town.

The manufacture of guns was commenced by a person in Digbeth, in the reign of William III. This profitable trade was, after an interval of time, accommodated with a *Proof-house*, for proving gun-barrels.

The manufacture of brass was introduced here about 1740, and was at first confined to a few opulent persons; but, when numerous brass works were erected, this branch was cultivated on liberal principles of competition. The late Mr. J. Taylor introduced the gilt button, the painted, japanned, and gilt snuff-boxes, and the numerous variety of enamelled articles.

The present consequence of Birmingham, contrasted with its original situation, will justify a retrospective view of its former history.

In old writings the name is frequently spelled *Brumvychham*; and Mr. Hutton thinks that some articles of iron were fabricated here as early as the times of the Britons. It certainly was a place of some consideration in the time of the Saxons, as William de Birmingham, lord of this manor, proved that his ancestors had the privilege of a market here before the conquest. In the Norman survey, or Domesday-book, this place is merely rated for four hides of land, and woods of half-a-mile in length and four furlongs in width, the whole being valued on an annual rent of 20s. Peter de Birmingham, another lord, there is no doubt, obtained a grant for a weekly market, on the Thursday, in the reign of Henry II.; and, in the reign of Henry III., William de Birmingham procured charters for two yearly fairs. In 1319, Audomore, Earl of Pembroke, obtained a licence to take toll for the term of three years, on every article sold in the market, towards the expence of paving the streets; but this work was not completed during eighteen years, when a second licence of this kind, to be in force for three years more, was procured. The family of de Birmingham remained possessed of the manorial rights till the reign of Henry VIII., and resided in a moated mansion, about sixty yards south of the old church. The ground having been lately purchased, the moat was filled up, the manor-house taken down, and buildings erected on its site.

In the reign of Henry VIII. this place is thus noticed: "The beauty of Birmingham, a good

market-town, in the extreme parts of Warwickshire, in one streete, going up a longe, almost from the left ripe of the brooke, up a mean hill, by the length of a quarter of a mile. There be many smithes in the town, that used to make knives, and almost all manner of cutting tools, and many loriners, that make bittes, and a great many naylor, so that a great part of the town is maintained by smithes, who have their iron and coal out of Staffordshire."

In the war between Charles I. and the Parliament, Birmingham sided with the latter. King Charles being here in 1642, the inhabitants, when he quitted the town, seized the carriages containing the royal plate, and conveyed them to Warwick Castle. In the ensuing year, they so long and strenuously resisted the entrance of Prince Rupert into the town, that he burnt several of the houses, and afterwards laid a contribution upon the inhabitants. William Fielding, Earl of Denbigh, a volunteer under the prince, was killed by a random shot; and on the other side, a clergyman, who acted as governor, was slain in the Red Lion Inn, having refused quarter. In the reign of the profligate and luxurious Charles II., the toy trade was first cultivated in Birmingham, and has since been carried to an extent unprecedented in the annals of manufacture, and not only productive of local wealth, but of national pride.

Riots.—Birmingham, during many years of prosperity, had very happily escaped the effects of party-spirit; but unfortunately, on the 14th of July 1795,

a party of gentlemen, mostly Dissenters, assembled at one of the hotels to commemorate the French revolution, with a dangerous degree of ostentatious publicity. By two in the afternoon, a vast concourse of people had assembled round the house; about five, they began to show signs of turbulence; and before six, it was recommended to the gentlemen to retire, for the sake of peace; and though all of them instantly complied, yet the multitude increased, and threatened destruction; not being content with this moderate triumph, they broke the windows of the hotel. Their numbers were now swelled by the idle and vicious, from every lane and alley in the town, and they proceeded to acts of more serious mischief, encouraging each other in the work of havoc, by clamours expressive of their love of the church and king, good order, &c. Thus professing themselves the peculiar friends to the church of England, the infuriated rabble commenced their general operations, by setting fire to the meeting-house belonging to Dr. Priestley, which they soon reduced to ashes; a second quickly shared the same fate. They then proceeded to the dwelling of the philosophic preacher, at Fairhill, about a mile from the town, on the Oxford road. It appears, though extremely abstemious himself, that the doctor's cellar was well stored; for its contents silenced the rage of more than forty of the rioters, who lay stretched out on the grass-plot adjoining the house, in a state little better than that of non-entity: and several, in this state of intoxica-

tion, perished in the flames. Persuasive means were employed to preserve as much of the library and manuscripts as possible, but to no effect. The doctor's beautiful elaboratory underwent utter destruction; every thing in the house was destroyed, not excepting even the servants' clothes. Dr. Priestley luckily escaped the rage of the mob, a circumstance that gave pleasure to every lover of science; but those who rejoice at his escape, will regret that his fine philosophical apparatus, with a most valuable library, were destroyed.

After the mob had completed the destruction of Dr. Priestley's house and Laboratory, the Earl of Aylesford and some other gentlemen led a great part of the rioters from Sparkbrook to Birmingham, in hopes of dispersing them, but without effect. A great number, about one o'clock on Friday, assembled round the elegant mansion of Mr. John Ryland (formerly the residence of Baskerville, the celebrated printer), which had lately been enlarged and beautified at a great expense. The most soothing means were adopted to make them desist; money was offered them to induce them to retire, but to no purpose; for, after exhausting the contents of the cellar, they set fire to the house and furniture. The conflagration was dreadful.

The rioters being divided into parties, and meditating the destruction of several other houses, about three o'clock in the afternoon, consternation and alarm seemed to have superseded all other sensations in the minds of the inhabitants; business was given

over, and the shops were all shut up. The inhabitants were traversing the streets in crowds, not knowing what to do, and horror was visible in every countenance.

About half-past three, the inhabitants were summoned by the bellman to assemble in the New Church-yard; two magistrates attended in an adjacent room, and swore in several hundred constables, composed of every description of inhabitants; these marched away to disperse the rioters, who were beginning to attack the house of Mr. Hutton, paper-mercant, in the High-street. This was easily effected, there being not more than half-a-dozen drunken wretches then assembled on the spot. From thence they proceeded to disperse the grand body, who were employed in the destruction of Mr. Ryland's house. On entering the walls which surrounded the house, then all in a blaze, a most dreadful conflict took place, in which it is impossible to ascertain the number of the wounded. The constables were attacked with such a shower of stones and brickbats, as it was impossible to resist. The rioters then possessing themselves of some of the bludgeons, the constables were entirely defeated, many of them being much wounded, and one killed. The mob being victorious, and heated with liquor, every thing was to be dreaded. Several attempts were yet made to amuse them, but in vain. They exacted money from the inhabitants; and at ten o'clock at night they began, and soon effected, the destruction

of Mr. Hutton's house, in the High-street, plundering it of all its property!

From thence they proceeded to the seat of John Taylor, Esq., banker. There £500 were offered them to desist, but to no purpose; for they immediately set fire to that beautiful mansion, which, together with its superb furniture, stables, offices, green-house, hot-house, &c., were reduced to a heap of ruins.

At eight o'clock on the following evening, the rioters began demolishing the fine houses of Mr. Humphreys and that of William Russell, Esq., a little further on the road, and most dreadful depredations were committed.

The next morning, the people of Birmingham became the trembling spectators of the tremendous conflagration of Mosley-hill, the property of John Taylor, Esq., but in the occupation of Lady Carhampton. Fortunately, Lady Carhampton, who was blind, was removed to a place of safety by Sir Robert Lawley, who took her in his carriage to Canwell. At this instant a most awful scene presented itself: four dreadful fires within a mile of each other! The house of William Russell, Esq., and also that of Mr. Hawkes, of Mosley, shared the same fate with Mosley-hall, where the rioters deliberately killed ducks, geese, and turkies, which, half-broiled on the ruins of that once noble edifice, they devoured with brutish ferocity.

At the burning of Mr. Ryland's house, many of the rioters were suffocated or burnt, by the walls falling

in upon them. Their groans pierced the ears of the multitude. Next morning the bodies were dug out of the ruins, but so mutilated as not to be known.

During the whole of these transactions, the populace continually shouted, "God save the King!"—"Long live the King and the Constitution, in Church and State"—"Down with the Dissenters"—"Down with all the abettors of French rebellion!"—"Church and King!"—"Down with the Rumps!"—"No-Olivers!"—"No false Rights of Man!"

On Sunday night the military arrived, consisting of the Oxford Blues, and a party of light-horse from Hounslow. By eleven o'clock the town was completely illuminated, in order to give effect to the troops, which was continued till day-light. During the night more troops came in from every quarter; and they lay on their arms till ten next forenoon, when a regular guard was established.

The terror and distress which pervaded the whole town, while these dreadful scenes were acting, will be better conceived than described. The magistrates had tried every means of persuasion, without effect; large bills were stuck up, requesting all persons to retire to their respective homes, to no purpose; nothing certain was known respecting the approach of the military; and numbers of the rioters, joined by thieves and drunken prostitutes from every quarter, were, with blue cockades in their hats, in all parts of the town, and in small bodies, levying contributions on the inhabitants. There was scarcely a house-

keeper that dared refuse them meat, drink, money, or whatever they demanded. The shops were mostly shut up, business nearly at a stand, and every body employed in secreting and removing their valuables.

The rapid march of troops to the relief of the town, whilst it struck terror into the hearts of the rabble, exhilarated the spirits of every peaceable inhabitant, and soon contributed to the complete dispersion of the rioters. As an acknowledgment for the expedition and the good behaviour of the troops, the Dissenters presented them with £100; and at a town-meeting, a handsome sword was voted to each of the officers, and a piece of plate, of 100 guineas value, to each of the magistrates.

At the Warwick assizes, which followed, four men were capitally convicted of being concerned in these riots; but only two of them suffered the sentence of the law, on the 8th of September, as the others received his Majesty's most gracious pardon.

Birmingham has, in modern times, given birth to the Political Unions.

Since the passing of the Reform Bill, the town has sent two members to Parliament.

Public Buildings.

The *Town Hall* is devoted to public purposes; among which is the triennial musical festival. The building is of brick, faced with Anglesea marble, and extending to a length of 160 feet, and to a height of

83. The rustic basement rises 23 feet from the ground: and the series of Corinthian columns, which rest upon this basement, and go completely round the building, including the entablature and pediment, is 60 feet more. It contains an extensive hall, 140 feet long, 65 wide, and as many high; and being intended for musical performances, a fine and immense organ, which cost £3,000, occupies one entire end. The design of the building was supplied by Messrs. Hanson and Welch, of Liverpool, who are also the builders who contracted for its erection. The hall will contain 8,000 persons. Admission may be obtained to view the interior, on application at the upper door in Congreve-street; and the organ may be heard by paying one shilling admission, every Thursday morning at twelve o'clock.

The *Free Grammar School* was founded by Edward VI. in the fifth year of his reign, and endowed with lands, which, by the increased value of property, now produces more than £4,000 per annum. The present elegant Gothic edifice, in New-street, is from the design of Mr. Barry, at a cost of £35,000. The seminary has the privilege of sending ten exhibitioners to the Universities of Oxford and Cambridge, who are each of them allowed £35. per annum for the space of seven years. The governors of this school support four or five preparatory schools, &c.

A *Public Library* was established in 1779, and is now held in an elegant pile of building, erected

on the Tontine principle, by the subscribers. It is situate in Union-street. This library is well furnished, and there are about 560 subscribers.

The *New Library* was formed in the year 1796; it is situated in the Temple-row-west; there are upwards of 3,000 volumes in this library.

The *Theatre* was erected in 1774, and an additional portico in 1780. Over the attic windows, in the front, are busts, in bas-relief, of Shakspeare and Garrick. In the month of August 1792, the interior of this theatre was destroyed by fire, which consumed all the scenery, dresses, &c. ; but, on being restored, it was considerably enlarged, an assembly-room added, and in the year 1807 a patent was obtained, constituting it a royal theatre. It opens in June and closes in September.

A Triennial Musical Festival, in September, is celebrated by a number of vocal and instrumental performers of the first class. Oratorios are performed four successive mornings, and miscellaneous concerts in the evening of each day, in the Town Hall, and the Festival is concluded with a Fancy Dress Ball. Great numbers of the nobility and gentry attend these entertainments, and the profits arising from this fête are applied to the support of the General Hospital. There are ball-rooms at the hotel in Temple-row, and adjoining the theatre; and private concerts are occasionally held in them.

Vauxhall.—This popular place of resort is in the hamlet of Ashted. The grounds are tastefully dis-

played, and the exhibition of fire-works, musical performances, and other amusements, attract large assemblies to witness the display. Being near the line of the Liverpool Railroad, makes it an attraction to visitors to view the passing of the trains.

A Statue of Lord Nelson, executed by Westmacott, has been erected by the inhabitants of Birmingham. It was exposed to view on the 25th of October 1809, the day on which a jubilee was kept in honour of King George III. having entered the 50th year of his reign. The expence of this statue was £2,500. The attitude of the figure is expressive of that dignity and serenity with which the original was characterised, and the resemblance is admitted to be more than usually correct. The circular pediment on which the statue stands is ornamented with figures in alto-relievo, in a bold and masterly style, the limbs being so disposed, that, except great violence is used, they are not liable to be injured; the relative proportions of the whole are admirable, and the general effect produced gives the utmost satisfaction. The hero is represented in a composed and dignified attitude, his left arm reclining upon an anchor, which is to the right of the statue, and is the grand symbol of the naval profession; and Victory, the constant attendant upon her favourite hero, embellishes the prow. To the left is disposed a sail, which being placed behind the statue, gives breadth to that view of the composition. Above the ship is a *fac simile* of the flagstaff truck of L'Orient, which was fished up by

Sir Samuel Hood, the day after the battle of the Nile, and presented by him to Lord Nelson, the same being deposited at Mitford, as a trophy of that ever memorable action. This group is surmounted upon a pedestal of statuary marble, a circular form having been selected as best suited to the situation. By a figurative prosopopeia, the town of Birmingham is made to personify that affectionate regard which caused the present testimony of gratitude and admiration to be raised. The town is represented in a dejected attitude, murally crowned, mourning her loss, being accompanied by groups of Genii, or children, in allusion to the rising generation, who offer consolation to her by producing the trident and the rudder. The whole is enclosed by iron palisades, in the form of boarding pikes, connected by a twisted cable. At each of the four corners is fixed a cannon, erect, from which rises a lamp-post, representing a cluster of pikes supporting a ship lantern.

Opposite the statue of Nelson is the newly-erected

Market Hall, which reaches into Worcester-street, occupying the whole space between Philip-street and Bell-street. It is open daily, and on market-days is well stocked with fruit and vegetables, and almost every article of manufacture. Beneath the Hall are ranges of vaults, which let for shops and warehouses. There is also a passage under the centre of the Hall, from one side to the other.

The jurisprudence of Birmingham is under the superintendence of about a dozen of the county magistrates, some of whom attend every Monday and Thursday at the

Public Office, in Moor-street, which is a neat stone-fronted building, erected in the year 1806, at an expense of £9,000. The ground-floor is appropriated to the Commissioners of the Street Acts, and on the upper floor the magistrates transact the business of the town. Behind this building there are apartments for the prison-keeper and his attendants; also

The Prison, which is a spacious building, with a commodious well-paved yard, divided into two parts by a lofty wall, which separates the male and female prisoners. There is also a prison in Bordesley-street.

The Court of Requests, consisting of seventy-two commissioners, is held by a quorum of three of them, every Friday, in a court nearly opposite to New-street, and about the centre of High-street. Debts not exceeding £5 are cognizable, and may be recovered in this court.

Trade.—Within this town are manufactured all the sorts of metallic articles, both for use and ornament, that can be devised. The brass-founders and platers produce an infinite variety of articles; and the manufacturers of buttons, guns, swords, locks of every kind, japan goods, jewellery, and watches, in gold, silver, metal, and covered cases, are numerous. Indeed, the quantity of toys made here have procured it the cognomen of “*The Toy Shop of Europe*.”

Manufactories.—One of the most interesting establishments about Birmingham, is

The Soho Manufactory.—The spot upon which it is erected was, in the year 1764, a barren heath. It was enclosed by act of Parliament in 1793. The late Mr. Bolton, in the first instance, expended more than £9,000 in the erection of buildings, exclusive of machinery, and in seeking for men of ingenuity, from all parts of Europe, whom he patronized with the greatest liberality; thus supported, they soon produced an imitation of the *ormolu*, which found a ready sale, and this business being established, it became necessary to make application for an Assay Office to be established in Birmingham, which was accordingly done in the year 1773.

Mr. Watt having obtained a patent for the improvement of steam-engines, came and settled at Soho in 1769, where he erected an engine upon his own principle, which answering the intended purpose, he in 1775, obtained from Parliament a prolongation of his term for twenty-five years. A partnership being now formed between Mr. Bolton and Mr. Watt, an extensive manufactory of those engines was established at Soho, and many of them were conveyed to the deep mines and extensive works, where great power was required. In 1788, a mint was erected at Soho, to be worked by the steam-engine; from the rolling of the copper into sheets, afterwards passing it through polished steel rollers, and then cutting out the blanks, all which was performed with the greatest ease and

regularity by children, instead of employing able men. The coining machines were worked with rapidity and exactness by boys from twelve to fourteen years of age, the machine depositing the blanks upon the dies, and when struck it displaced those that had received the impression, and deposited other blanks in their places.

G. R. Collis and Co.'s (late Sir Edward Thomason's), Manufactory is situate in Church street, in the centre of the town, adjoining St. Phillip's church-yard. The ware-rooms contain the finished articles for sale, and are open to all persons of respectability.

The *fac simile* of the celebrated Warwick vase, of upwards of twenty-one feet in circumference was made in metallic bronze at this manufactory. The copper bronze statue of his late Majesty, upwards of six feet in height, was modelled, cast, and sculptured at this establishment, as also a shield, in honour of the Duke of Wellington's victories. These, and numerous other works, are stationed in separate rooms to exhibit the progress of British art.

Servants are appointed to conduct visitors over the different work-shops, to whom, and to the work-people, the visitor is requested to abstain from giving any gratuity.

The Baths at Lady Well are the most complete in England. They are seven in number; and were erected at the expense of £2,000. Accommodation is ever ready for hot or cold bathing; for health or recreation.

The News Room was built in 1825. It is a handsome edifice, with a cemented front, ornamented with lofty pillars of the Ionic order. The interior consists of one large room, opening through folding-doors, into smaller apartments; over which are a billiard room and a refectory, and a suite of rooms in which copies of the public records and books of references are deposited.

The Market Days of Birmingham are, Monday, Thursday, and Saturday: Thursday being the principal one. There is also a market for hay and straw held on Tuesday. The fairs are two, one at Whitsuntide and the other at Michaelmas; the latter is called *Onion Fair*, from the vast quantities brought for sale.

Before closing the account of this interesting town, I must not omit to recommend to the attention of the lovers of the fine arts, the monument erected in an oratory or chapel of Handsworth church, to the memory of the late James Watt, Esq., the great improver of the steam-engine. It is from the chisel of Chantrey, and is a splendid specimen of the sculptor's talent, doing equal credit to the honoured dead, and the genius of the artist who produced it. The stranger will not regret his visit to this spot, thus doubly consecrated by the illustrious of his country.

The Post Office, Bennett's Hill, was considerably improved about the time this street was formed. The public are now accommodated with a piazza, unexposed to the weather, to transact their business. Great improvements have been made in this department,

within the last few years, and seven receiving houses have been opened in various parts of the town.

Post-Office Regulations.

The following statement shows the time of Arrival and Departure of the various Mails:—

ARRIVALS.				DEPARTURE.
4.25 A.M.	Bristol	..	..	9.20 P.M.
5.48 ———	London	..	..	8.50 ———
7. ———	Sutton Messenger	..	..	7.15 A.M.
7.50 ———	Banbury	..	..	6.50 P.M.
10.23 ———	Chipping Norton	..	..	3. ———
11.30 ———	First Grand Junc. Railway			5.45 A.M.
Noon.	Bilston Messenger	..	..	2.30 P.M.
4.30 P.M.	Second Grand Junc. Railway			11.15 A.M.
4.30 ———	Sheffield	..	..	5.30 ———
5. 2 ———	Yarmouth	..	..	7.45 ———
5.35 ———	Leamington	..	..	7. ———
5.15 ———	Oldbury Messenger	..		7.15 ———
6. ———	{ Halesowen	..	..	7.15 ———
	{ Castlebromwich	..	..
	{ Great Barr	..	..
6.45 ———	*London	..	..	7.38 ———
6.20 ———	Tamworth	..	..	7. ———
7.55 ———	Worcester	..	..	7. ———
8.30 ———	Stourport	..	..	6.30 ———
8.31 ———	Holyhead	..	..	6.23 ———
8.40 ———	Third Grand Junc. Railway			2.15 P.M.
11.15 ———	Fourth Grand Junc. Railway			6.45 ———

* This Mail goes through Birmingham and Chester to Holyhead, and brings only *Foreign* Letters to Birmingham.

A second bag for London is despatched by the midnight mail, and arrives there in time for an afternoon delivery.

On Tuesdays and Fridays a Foreign bag is forwarded to London by a mail, which leaves Birmingham at half-past 12, noon.

The letter-box is closed at eight, P.M., for the despatch of the London and Bristol Mails, and half-an-hour before the departure of any of the other mails.

There are two general deliveries by letter-carriers within the town, the first commencing at half-past seven, A.M., and the second at about a quarter after five, P.M., except on Sundays, when there is no afternoon delivery.

The *Window* delivery commences at about half-past seven, A.M., for the letters brought by the Bristol and the London Mails, and in *half-an-hour* after the arrival of any of the other mails, until eight, P.M., when it is closed, but is opened again from half-past nine, until ten, P.M.

When any delay occurs in the arrival of the mails, a corresponding delay will necessarily occur in the delivery.

Post Office, Birmingham, May 23, 1838.

Bankers,

With the Houses which they draw upon in London.

Taylor and Lloyd, Dale-end—on Hanbury, Taylor, and Lloyd.

Attwood, Spooner, and Co., New-street—on Spooner, Attwood, and Co.

J. L. Moilliet and Son, Cherry-street—on Sir J. W. Lubbock and Co.

Birmingham Banking Company, Bennett's hill—on Jones, Lloyd, & Co.

Birmingham Borough Bank, Bull-street—on Prescott and Co.

National Provident Bank of Birmingham, Bennett's-hill—on Hanbury, Taylor, and Lloyd.

Birmingham Town and District Bank, Colmore-row—on Barclay, Bevan, and Co.

Birmingham and Midland Banking Company, Union-street — on Williams, Deacon, and Co.

Birmingham Branch, Lichfield, Rugby, and Tamworth Banking Company, High-street—on Sir R. C. Glyn, Bart., and Co.

Branch Bank of England, Union-street.

Savings' Bank, Temple-row.

Fares for Hackney Coaches and Cars.

				<i>s.</i>	<i>d.</i>
Drawn by Two Horses.—Not exceeding half a mile				1	0
Ditto	.....	ditto	one mile	1	6
Ditto	.....	ditto	one mile and a half	2	0
Ditto	.....	ditto	two miles	2	6
Ditto	.....	ditto	three miles	3	6
Ditto	.....	ditto	four miles	5	0
Drawn by One Horse.—Not exceeding one mile				1	0
Ditto	.....	ditto	one mile and a half	1	6
Ditto	.....	ditto	two miles	2	0
Ditto	.....	ditto	two miles and a half	2	6
Ditto	.....	ditto	three miles	3	0
Ditto	.....	ditto	three miles and a half	3	6
Ditto	.....	ditto	four miles	4	0

Returning with the same fare, half the foregoing charges.

Time.—Twenty minutes 6d.; forty minutes 1s. Every twenty minutes above forty 6d., for being detained.

Cars are to be had at most of the head inns.

Coach Offices.

COACHES from the *Swan Hotel Coach Office*, Birmingham.—Fast four-horse coaches to Bristol, Bath, Cheltenham, Gloucester, Worcester, &c., the whole of which are arranged conveniently for persons arriving by the Railway Trains.

By permission of the Directors of the Grand Junction Railway Company, particulars may be obtained, and places secured, on application to Mr. Waddell's clerk, at the Railway Stations, Liverpool or Manchester, or by a letter addressed to Mr. Waddell, Birmingham.

LIST OF COACHES from the *Hen and Chickens, Coach Office*, New Street, Birmingham.

The *Day*, to Oxford (Sunday excepted) at 12.

The *Alert*, to Cheltenham, every afternoon (except Sunday) at $\frac{1}{2}$ past 2.

The *Criterion*, to Leicester, daily (except Sunday) at $\frac{1}{4}$ before 12.

The *Mercury*, to Bath, every morning (except Sunday) at $\frac{1}{2}$ past 8.

The *Railroad*, to Bristol, every evening (except Sunday) at 8.

The *Express*, to Manchester, every morning (except Sunday) at 8.

The *Mail*, to Bristol, every evening, at $\frac{1}{4}$ before 8.

The *Telegraph*, to Leeds, the only direct coach, every morning (except Sunday) at $\frac{1}{2}$ past 8.

The *Mail*, to Sheffield, every morning, at $\frac{1}{2}$ past 5.

The *Mail*, to Brighton, every evening, at 8.

The *Eagle*, to Cambridge, every Tuesday, Thursday, and Saturday, at $\frac{1}{2}$ past 6.

From BRETHERTON'S Royal Mail and General Coach Establishment, *Castle Hotel*, numerous and well-regulated day and night conveyances to London, Cambridge, Bristol, Bath, Cheltenham, Leamington, Oxford, Shrewsbury, Ludlow, Sheffield, Liverpool, Chester, Manchester, and all intermediate places, leave this establishment at hours suitable for the visitors, gentry, and inhabitants of the town.

For the greater accommodation, the *Ruby* now leaves at 9 o'clock; also a new Night Coach, to Bristol, every evening at 8 o'clock. For particulars, and to secure places, please to apply at the Coach Office, in front of the Hotel, High Street.

Omnibuses to and from every train on the Grand Junction Railway Station.

From the *St. George's* Independent Coach and General Omnibus Office—opposite the end of Union Street—High Street, Birmingham. Coaches to most parts of the kingdom. Conveyance Company's Omnibuses to the following places: Wolverhampton, Stourbridge, Dudley, Walsall, Hagley, Bewdley, Kidderminster, Brierly Hill, W. Bromwich, Wednesbury, Bilston, Hales Owen.

Midland Omnibus Company.

Conveyances leave the Company's office, 66, High Street, opposite the Albion Hotel; Red Lion, High Street; Lamp Tavern, Bull Street, and the White Horse, Steelhouse Lane, Birmingham, for West Bromwich, Wednesbury, Bilston, Wolverhampton, Dudley, and Stourbridge, as follows:—

To Wolverhampton.		From the Packhorse and Peacock	
Morning, at	9	Inns, Wolverhampton to Bir-	
at	11	mingham.	
Afternoon, at	2	Morning, at Quarter before ..	9
Quarter before ..	3	Quarter-past	11
Quarter-past	5	Afternoon, at 2 and 5, $\frac{1}{4}$ before	6
Half-past	7	and at	8
To Stourbridge.		From Foley Arms and Vine Inns,	
Morning, at	9	Stourbridge.	
To Dudley.		Afternoon, at	4
Morning, at	9	From Bush and Swan Inns, Dudley	
at	10	Morning, at	8
Afternoon, (through <i>Oldbury</i>)	4	(through <i>Oldbury</i>)	11
Half-past	4	Afternoon, at Quarter-past ..	2
(through <i>Oldbury</i>)	6	at	6
at	8	Quarter before ..	5
		(through <i>Oldbury</i>)	8

Midland Omnibus Company's Carriages to and from Willenhall, Walsall, and West Bromwich.

To Willenhall.		From Neptune Inn, Willenhall.	
Morning, at	9	Morning, at Quarter before ..	12
Afternoon, at Quarter before ..	3	Afternoon, at	6
To Walsall.		From Turk's Head, Walsall.	
Morning, at	9	Afternoon, at Quarter-past ..	12
Afternoon, at Quarter before ..	3	at Half-past	6
To West Bromwich.		From West Bromwich.	
Morning, at	9	Morning, at Half-past	8
at	10	at Quarter before ..	10
at	11	Afternoon, at Quarter before	3
Afternoon, at	2	at	3
at Half-past	4	Evening, at	6
at Quarter-past	5	at Half-past	6
Evening, at Half-past	7	at Quarter-past	5
at	8	at	9

Inns.

The Principal Family Houses.—Dee's Royal Hotel, Temple-row; New Royal Ditto, New-street.

Coach, Family, and Commercial.—Hen and Chickens, New-street; Swan, High street and New-street; Albion, High-street; Nelson, High-street; Castle, High-street; Saracen's Head, Bull-street; St. George's Tavern, High-street; Stork, Old-square.

Commercial.—Union, Union-street; White Hart, Digbeth; Woolpack, Moor-street; King's Head, Worcester-street; Acorn, Temple-street.

Hotels.

Birmingham, Manchester, and Liverpool abound with hotels of every grade, and although at some of them the charges are very extravagant, there is nothing deficient in the shape of accommodation: but in these towns, as elsewhere, great differences exist in the prices. For instance, at the *Swan*, the charge for a bed is three shillings; at the Hen and Chickens, three and two shillings; at the Pump Inn, King's Head, White Hart, and many more, the charge is only one shilling: in the same proportion are the other charges—dinner three shillings and sixpence at one, two shillings at another. A good plain dinner, including ale, may be had every day, at two o'clock, for one shilling and sixpence, at the Acorn Inn, Temple-street. The two first-named houses command a great trade, in consequence of so many coaches running to them.

Dinner Arrangements.

Persons who are anxious to proceed immediately to either Liverpool or Manchester, should not attempt to go to the hotels in Birmingham, for the time allowed would require sharper knife-and-fork practice than the twenty minutes at Oxford, or any other place where travellers are allowed to dine (*i.e.* choke themselves)—the termination of the London Railway being a good mile from the hotels, and half a mile from the starting-place of the Grand Junction Railway, in an opposite direction, making the distance one mile and a half to be travelled—and dinner ordered and despatched in perhaps *one hour*! But I understand, that when the principal station of the Grand Junction is completed, suitable accommodation will be provided, where *hasty* travellers can be accommodated with the necessary refreshment. Indeed, at the present moment, there is a room at the Vauxhall Station devoted to that purpose, where an excellent breakfast is provided, at two shillings a-head, including threepence for the waiter. This, by the bye, is rather at variance with the regulations of the Company, which declare, that “*no fees or gratuities are allowed to conductors, guards, porters, or other persons in the service of the Company:*” but perhaps I am wrong, as the refreshments are supplied by the proprietors of Vauxhall Gardens.

Waiters and Chambermaids.

It may not be out of place here to offer a few observations upon an important item in a traveller's expenses, namely, fees to other people's servants. I take the opportunity to express a wish that the praiseworthy example set by the Directors of the Railway Companies may be adopted by innkeepers. The system now pursued is so out of character, that it is time the public should put a stop to it: it is a notorious fact, that both waiters and chambermaids pay their employers for the situations they hold—instead of their employers paying them. What description of tradesman is better able to pay his servants than an innkeeper? Who pays the draper's shopman or porter? Who pays the tailor's man for taking home a suit of clothes? Who pays the servants of the butcher, the baker, the grocer, or the wine-merchant? Not the customer, certainly. Yet many of these persons do not get more than from twenty-five to thirty per cent. upon their goods; whereas, the keeper of an hotel, who gets in most instances cent. per cent., must put on an additional tax to pay his servants, forsooth! Upon principle it ought to be opposed—but some travellers I have met with, who appeared to have more money than sense, have said—"it causes servants at inns to be civil—it is a sort of premium for their good behaviour." Pooh! nonsense: no man or woman will go to serve another, if they can live without it; therefore a desire to retain their situation would ensure attention and

civility—which is not always the case, even with a *bonus* before their eyes. The average charge for a bed for one night is from two shillings to three shillings at the large inns, supposing they can make up sixty beds—(I believe the Hen and Chickens at Birmingham can make up that number)—and average thirty each night, these thirty beds in one year will yield the sum of *one thousand and eight pounds*!—But, in addition to this, the parties who pay it must be taxed a further sum of *two hundred and fifty-two pounds* (at sixpence a-night) for washing the sheets!

Look, also, at the charges for dinner! three shillings for two chops, three potatoes, and one head of greens; bread, and as much cheese as you can put on the point of your knife; home-brewed, at one shilling a-quart; wine, nine shillings a-bottle—that is, giving about *one-third* of a *bottle* for a *pint*, and charging three shillings; breakfast, one-and-ninepence for that which costs about sixpence. These charges *may* be all very proper, and are only mentioned to show the enormous profits attached to hotel-keeping; but to be obliged, in addition, to pay the waiter for setting the above-named eatables before one—“*is really too bad*”—and ought to be *reformed altogether*. I preach,—it rests with the public to practice.

THE
GRAND JUNCTION RAILWAY.

THIS Railway was finally opened to the public on Tuesday, July 4th, 1837, which journey the Company engage to perform in four hours and a-half; it has, however, been done, exclusive of stoppages, in the short space of three hours and a-half. There is scarcely any portion of the road that is not interesting, either from its beauty or from its being the seat of arts and manufacture, or the centre of rich mineral districts.

The station of the Company, at the point where the Great London line is to form an angle with the Grand Junction, not being yet finished, the traveller will continue his journey from the temporary Station at Vauxhall, which is about half a-mile distant from the intended Grand Station of the Company.

On the arrival of the trains from London, passengers may either proceed at once by the junction carriages (for although the terminus is not yet finished,

rails have been laid down on which the trains can run from the terminus of the *Birmingham and London* to the temporary station of the *Grand Junction* Railroad), or they may forward their luggage, and, after having taken refreshment, proceed to the Vauxhall Station by the omnibuses which leave the hotels in Birmingham half an hour before the starting of each train.

THE GRAND JUNCTION RAILWAY is $82\frac{1}{2}$ miles in length, and when completed will commence in Curzon Street, Birmingham, at a station adjoining that of the London and Birmingham Railway, and, passing by or near Wednesbury, Walsall, Dudley, Bilston, Wolverhampton, Penkridge, Stafford, Stone, Eccleshall, Newcastle, the Potteries, Nantwich, Sandbach, Middlewich, Northwich, Preston Brook, Frodsham, Runcorn, and Warrington, terminates at Newton, on the Liverpool and Manchester Railway, by which it communicates with Liverpool and Manchester, the distance from Birmingham to those places respectively, being $97\frac{1}{4}$ miles.

The First Class Trains consist of coaches carrying six inside, and of mails carrying four inside, one compartment of which is convertible into a bed-carriage, if required. The Mixed Trains consist of both First and Second Class coaches, the latter affording complete protection from the weather, and differing only from the First Class in having no lining, cushions, or divisions of the compartments. Both kinds have seats on the roof, for the accommo-

dition of those who prefer riding outside. The First Class Trains will stop at the principal stations only, but the Mixed Trains will take up and set down passengers at all the stations.

VAUXHALL STATION.

Fares, from Birmingham to Liverpool or Manchester.

First-class coach, six inside, whether in first class			
or in mixed trains.....	£1	1	0
Mail coach, four inside	1	5	0
Bed carriage in mail coach.....	2	0	0
Second-class coach	0	14	0
Children under ten years of age, half-price.			
Gentlemen's carriages, four wheels.....	3	0	0
Ditto ditto two wheels.....	2	0	0
Passengers, if belonging to, and riding in gentlemen's carriages, each .	0	15	0
Servants, ditto ditto each....	0	10	0
Grooms, in charge of horses, each	0	10	0
One horse....	1	10	0
Two horses.....	2	10	0
Three horses	3	10	0
Dogs	0	8	0

The following, until further notice, will be the hours of departure.

<i>From</i>				<i>Arrival at Liverpool and</i>		
<i>Birmingham.</i>				<i>Manchester.</i>		
First-class	6h.	0m.	A.M.	.....	10h.	30m. A.M.
Mixed ..	8	30	—	.....	1	45 P.M.
First-class	11	30	—	.....	4	0 —
First-class	2	30	P.M.	.....	7	0 —
Mixed ..	4	30	—	.....	9	45 —
First-class	7	0	—	.....	11	30 —

On Sundays, the four First Class Trains only, with the addition of Second Class coaches, start at the

same hours as on the week days, but do not take up and set down passengers at any but the six principal stations.

The Mixed Trains also take up and set down passengers *to or from any part of the Grand Junction Railway*, at all the usual stations on the Liverpool and Manchester Railway. No fare is less than one shilling by the principal trains.

[*For the Fares between the intermediate Stopping-places; see folding Tables.*]

Left.	Bridge	Right.
<p><i>Duddeston</i>, or <i>Vauxhall</i>, once the resort of the genteeler people, is now completely changed, it being, as Mr. Pye observes in his accurate "Description of Modern Birmingham, in 1818," turned into an ale-house, where persons of all descriptions may be accommodated with liquor; though during summer, fire-works, and sometimes concerts of music, are exhibited.</p>	Bridge	<p>House in the midst of the trees, formerly the residence of Mr. Galton, now used as a lunatic asylum.</p>
<p><i>Aston Viaduct</i>, a handsome brick edifice of ten arches, with stone parapets; it is crossed on one side by the Birmingham Canal, and on the other by the great road leading to Lichfield. The tall chimney on the right belongs to the Birmingham Water Works Company, for supplying the town. Embosomed in trees, is <i>Aston Hall</i>, the residence of James Watt, Esq. It was originally built by Sir T. Holte, Bart., in the reigns of James I. and Charles I. He was one of the most faithful adherents of the cause of the latter. A little to the right of the Hall are the retired village and church of <i>Aston</i>. From this spot a good side view</p>	Bridge $1\frac{1}{2}$	<p><i>Saltley Chapel</i>, built by a gentleman in the neighbourhood. Saltley village cannot be seen from the line.</p>
	Emban. $1\frac{3}{4}$	<p><i>Birmingham Canal</i> commences at Primrose Hill, Birmingham, and proceeds to Wilsdon-green, and Smethwick, by Blue-gates, West Bromwich, Oldbury, over Puppy-green, by Church-lane, Tipton, and Bilston; by the skirts of the town of Wolverhampton, by Gosbrook Mill near Aldersley, into the Staffordshire canal, which unites the Grand Trunk with the Severn, being a course of 22 miles, with a rise from Birmingham to Smethwick of 18 feet; from Smethwick to Wolverhampton is a level; and from thence to Addersley there is a fall of 114 feet in the short space of one mile and three-quarters. Out of this canal at</p>

of Birmingham is obtained; its spires, turreted towers, and tall chimneys, have, in the distance, a picturesque appearance.

Hand worth contains, with the hamlets of Perrybar and Soho, about 4000 inhabitants. The church (lately enlarged) contains two elegant marble monuments to the memory of Messrs. Bolton and Watt, the celebrated engineers. That to the memory of Mr. Watt is placed in a handsome oratory, erected purposely for its reception: this monument has been described under the head of Birmingham. Near this spot is the division between the counties of Warwick and Stafford.

The red building is *Lea Hall*, occupied by Mr. Spencer; near it is the celebrated Soho manufactory.

The white house belongs to Mr. Rawlings, a manufacturer of Birmingham.

Hampstead Hall.

Sandwell Park, the seat of the Earl of Dartmouth.—This elegant mansion stands on the site of a Benedictine priory, a few vestiges of which still remain. The situation of the house, and the beautiful scenery which surrounds it, renders this a delightful spot.

West Bromwich is a large and populous village in the county of Stafford, about two miles westward of the line. It has, within a few years, risen from insignificance to a degree of importance in trade and manufactures truly astonishing. In this parish are the largest gas-works in the kingdom, supplying a great part of the town of Bir-

Emban.

Emban.

3

Excav.

Bridge

3½

Emban.

Excav.

4¼

Bridge

5

Emban.

5¼

Excav.

6½

Emban.

West Bromwich, there is a cut or branch which passes over Ryder's-green, to the collieries at Wednesbury, nearly five miles. A canal commences about a mile from Dudley, and proceeds through Urchill-coppice and Brierly-hill-coppice to Blaek-delft, and falls into a canal on the left of Brockmore-green. It then proceeds to Wordsley, across the high road from Stour-bridge to Hampton, joining the Grand Trunk at thirty-four miles from the Trent navigation and twelve miles from the Severn.

In the distance is a clump of trees, known as *Barr Beacon*, where Charles I. harangued the troops he brought out of Shropshire at the commencement of the civil war in 1642. Near it is *Ascott College*, though not seen from the line.

PERRY BARR STATION.

Perry Hall, the seat of J. Gough, Esq.

Sutton Colefield is a market-town, and large parish in the north-western part of the county of Warwick, in an excellent air, among pleasant woods, but in a barren soil. It is of great antiquity, and was known in the times of the Saxons.

The church is a stately Gothic structure, consisting of a nave and two side aisles, with a square tower.

The principal trade of the place consists in making barrels for guns, axes, forks, knives, buttons, and such other articles as depend upon the different trades in Birmingham, by which great numbers of people are constantly employed. The above articles are made by the assis-

mingham, and the entire of the parishes of Bilston, Tipton, Oldbury, and Darlaston, beside several smaller places. In the neighbourhood are several coal and iron mines. The aggregate length of the several series of main pipes, is from eighty to ninety miles. Walter Parsons, porter to James I., whose picture formerly hung up in the grand banquetting-room of Whitehall, was born here: he was so tall and strong, that he could take up two of the tallest Yeomen of the Guards under his arms, and carry them where he pleased, despite their resistance.

NEWTON ROAD STATION.

This, like the Perry Barr Station, is only a stopping-place for the mixed trains.

Chorley Mount, the seat of Mr. Aldford.

Dudley, about $5\frac{1}{2}$ miles from the line, is a market town, containing a population of about 24,000 inhabitants, the greater part of whom are engaged in mining and in the manufacture of nails and flint glass.

The ancient castle, of which there still remains the keep and the gateway, is said to have been erected about the year 700, by a person named Dodo, from whom the name of the town is derived. Underneath the hill, whereon the castle was situated, there are stupendous caverns, from whence the lime-stone has been conveyed away, which are truly august, being of considerable extent, and proportionably high; the roof being supported by rude pil-

tance of mills, which are worked by some small rivulets that take their rise from the common. But as the streams themselves are not capable of constantly moving the mills by their common current, reservoirs are made; but these have sometimes been attended with inconveniences, by overflowing their banks. A particular instance of this happened in the year 1668, when there was so great an inundation as almost to ruin the place; but the loss was made up by voluntary subscriptions of the neighbouring gentlemen.

Ray Hall.

Bridge

$6\frac{3}{4}$

Bridge

$7\frac{1}{4}$

Emban.

$8\frac{3}{4}$

Excav.

Bridge

9

Emban.

Barr Hall is surrounded by a park of considerable extent, to which there are three entrances. There is the greatest variety of hills, dales, wood, and water, together with most extensive views. Some distance from the Hall there is a handsome chapel, with a beautiful and well-proportioned spire. There are 11 lofty windows, seven of which are ornamented in the most elegant manner with stained glass.

Walsall lies about $1\frac{1}{2}$ mile to the east of the line; it is a market town and borough, in the county of Stafford, and pleasantly situated on the summit and acclivities of a rock of lime-stone. Various mines of coal, iron-stone and lime-stone are in the neighbourhood; the latter is celebrated as being susceptible of a polish nearly equal to marble. In sundry ancient records it is written *Wale-shall*, or *Walshall*, supposed to have derived its name from having, in ages long gone by, been either a forest, or near to

lars of vast dimensions, which have been left by the miners for that purpose. There is one tunnel that entirely perforates the hill, it is nearly two miles in length, thirteen feet in height, nine feet in width, and in one part sixty-four feet below the surface.

These enormous subterranean works, with the method of procuring the stone, are highly deserving the attention of strangers, who have there an opportunity of seeing this useful article forced from its natural situation by means of gunpowder, raised from the bowels of the earth, and conveyed through the country by means of inland navigation, to serve the purpose of the agriculturist and the architect. In these rocks there are numerous marine productions, and among others, one which the miners denominate the *Dudley locust*, for which they have been known to refuse its weight in gold; it being understood that there is only one other place in the kingdom where they are to be found. Near the castle are the ruins of a priory of Benedictine monks.

Wednesbury, erected on a declivity; and on the summit the church, with a lofty spire. This church is a beautiful Gothic edifice. Withinside the church there are numerous ancient monuments, and an inscription, signifying that William Hopkins, yeoman, Richard Hawkes, and Robert Carter, caused the chimes of this church to be made and set up, at their equal and proper cost and charges, A.D. 1635. The clock, which is represented to be a remarkably good one, has a pendulum upon an unusual construction, the rod being

one, to which the Druids used to resort for the celebration of their religious rites. Queen Elizabeth, in one of her tours through the country, affixed the royal seal and signature, at Walshall, on the 13th of July, in the 28th year of her reign, to a deed containing a grant of certain lands to the town, which deed is preserved in the archives of the corporation. The Reform Bill conferred on this town the privilege of sending one member to Parliament.

Bridge

Emban.

Emban.

Mr. Siddons, the husband of the celebrated actress, was born in this town: he was originally a barber, but having an inclination for the stage, he joined the itinerant company of Mr. Kemble, and married one of his daughters, who afterwards proved the heroine of the stage. Thos. Haskey, the celebrated ventriloquist, was also a native of this town. He was by trade a bridle-bit maker. When young, he did not know the abilities he possessed, but hearing O'Burn, he endeavoured to imitate him. He repeatedly from the gallery entertained the audience by sham dialogues, in two voices, between himself and Tommy. He was an ignorant man, but possessing this unusual faculty, he was frequently sent for by Lord Dudley, to entertain the company at Himley. He afterwards went to London, and performed at Sadler's Wells, in the year 1796, and when his benefit came on, he cleared £200.

About one mile from the town, on the road to Wolverhampton, is a strong chalybeate water, called Alum-well.

The chief articles manufactured in this town and its vicinity are bridle-bits, stirrups, spurs, and other articles either used or sold by the saddlers.

fourteen yards in length, and the ball of it weighs one hundred pounds.

The church-yard is of considerable extent, and being in such an elevated situation, those who profess to delineate panoramas may here find ample scope to display their abilities.

Wednesbury forge, with a tall chimney, belongs to Mr. Elwell, manufacturer of edge tools.

Darlaston is situated $\frac{3}{4}$ of a mile westward of the line. It contains a large manufactory for bar iron, and the articles wrought from this material are very numerous, as gun-lock, bits, stirrups, buckles, nails, screws, &c. On a hill at Berry bank, within the parish, are said to be the ruins of a large castle, which, according to tradition, was the seat of Wulphur, king of Mercia, who murdered his two sons for embracing Christianity.

Bilston, about $1\frac{1}{2}$ mile west of the line, is a populous market town and chapelry in the parish of Wolverhampton. The chief manufactures of the neighbouring towns consist of various iron and steel goods. The whole district is traversed by canals, tram-roads, &c. for the conveyance of merchandise, and presents to the traveller subject for admiration and surprise more than beauty. Engines, mills, coal pits, iron-mines, and factories are to be seen on all sides, with volumes of white steam, or thick clouds of smoke. By night the effect of the fires in huge furnaces and tall chimneys, vomiting forth flames and fiery-coloured smoke, has a most strange and unnatural appearance. In the distance, left of the line, appear the Rowley Hills, a ridge of trap, or basaltic rock, which, at the time of its elevation, upheaved the coal strata around them.

BESCOT BRIDGE STATION.

Emban.

The main road from Wednesbury to Walsall crosses here. Opposite the station is *Bescot Hall*, the residence of Mr. Marshall, banker.

Bridge

Cross the river Farnham by a handsome iron bridge.

Emban.

JAMES'S BRIDGE STATION.

10

Bentley Farm, belonging to Mr. Foster.

Emban.

Bentley Hall, in which King Charles I. was for some time concealed after the battle of Worcester.

11

WILLENHALL STATION.

Excav

$11\frac{5}{4}$

Emban.

Bridge

Excav.

Willenhall is a populous and extensive village. In Domesday Book this place is called Winehala, the Saxon word for victory; it probably derived its name from a decisive battle, obtained by Edward the elder over the Danes, in or near the village, in 910 or 911. The manufacture of locks and keys is carried on here very extensively, besides which, immense quantities of latches, bolts, curryscombs, files, gridirons, chaffing dishes, bits, spurs, &c. The church dedicated to St. Giles is in the archdeaconry of Stafford, in the gift of the lord of the manor.

The sides of the excavation from here to Wolverhampton exhibits a mixture of whitish clay and coal. Just before reaching Wolverhampton Station pass through Wednesfield tunnel, 180 yards long, hewn out of a bed of coal.

Emerging from this dark tunnel we arrive at

Tunnel



WOLVERHAMPTON STATION.14 $\frac{1}{4}$ Miles.

ARRIVAL of TRAINS from BIRMINGHAM.	ARRIVAL of TRAINS from LI- VERPOOL & MANCHESTER.
First Train, 1st-class.... 40m. p. 7	First Train, 1st-class.... 30m. p. 10
Second Train, Mixed .. 23m. p. 9	Second Train, Mixed .. 6m. p. 1
Third Train, 1st-class .. 10m. p. 12	Third Train, 1st-class .. 30m. p. 3
Fourth Train, 1st-class 10m. p. 3	Fourth Train, 1st-class 30m. p. 6
Fifth Train, Mixed 26m. p. 5	Fifth Train, Mixed 6m. p. 9
Sixth Train, 1st-class .. 40m. p. 7	Sixth Train, 1st-class .. 30m. p. 10

Two omnibuses are in attendance to take passengers for coaches to Dudley and Stourbridge $\frac{1}{4}$ to 7 o'clock, A.M.; Kidderminster and Worcester, 4 $\frac{1}{2}$ P.M.; Shifnal and Shrewsbury, 9 A.M., $\frac{1}{4}$ before 1, $\frac{1}{4}$ before 5, and 7 $\frac{1}{2}$ P.M.; Bridgenorth, 4 P.M.; Shifnal, Ironbridge, and Salop, 3 $\frac{1}{2}$ P.M., from the Peacock to Dudley, at 1 and 6 o'clock, P.M., from Crown and Cushion; also to any hotel, or any part of the town: fare, sixpence.

Wolverhampton, about a mile and a quarter from the line, a place of great antiquity, and was anciently called *Hanton* or *Hamton*; but Wulfruna, sister of King Edgar, and relict of Aldhelm, Duke of Northumberland, having founded a college here in the year 996, which she endowed with so many privileges, that it was afterwards called *Wulfran's Hamton*, of which its present name is a corruption. In the wars of Charles and the Parliament, *Wolverhampton* declared for the king, who visited the place, accompanied by his sons, Charles, prince of Wales, and James, duke of York. It is nearly surrounded by gardens, which not only conduce to the pure and innocent

pleasure of the inhabitants, but contribute no doubt to the healthiness and salubrity for which it is so celebrated. It possesses great local advantages, from having some of the best and most prolific ironstone and coal mines in the kingdom nearly close up to it. A prodigious quantity of locks and keys are made in this town and neighbourhood; indeed nothing can exceed the skill and ingenuity of the locksmiths, their productions surpassing, both in usefulness and beauty, all articles of the same kind made in any other district of England. Among the staple manufactures of the town, japanned wares in iron, tin, and paper, are brought to a very high degree of perfection: almost every description of goods used in building and cabinet furniture, edge and various other tools, brass and iron founding in its greatest variety, with nearly every species of article formed from brass, iron, steel, and tin. In 1590, the greater part of the town was destroyed by a fire, which continued burning for five days.

The modern streets are well-built and lighted, and contain many handsome and substantial houses. A public subscription library and news-room occupy the lower part of a commodious building, in which assemblies and concerts are likewise held. A Literary and Philosophical Society is established, but not yet supported in a manner at all proportioned to its merits; a circumstance not reflecting much honour on the professedly intelligent and higher classes of the inhabitants. The Mechanic's Institution is in a more

flourishing condition—for obvious reasons, being patronized by the more know'edge-loving part of the community. The theatre is opened occasionally; it is a small and unpretending structure. Races are annually held in August, in an extensive area near the town, and deservedly rank among the most flourishing in this part of the country. In the centre of the market-place stands a cast-iron column, forty-five feet high, surmounted by a large gas lantern. The Collegiate Church* is an ancient and exceedingly beautiful cruciform structure, in the early decorated style of architecture, with a handsome square embattled tower rising from the centre. It contains a carved stone pulpit, formed of one entire block; an ancient font, and the interesting monument of the Lanes. In the churchyard is a column, twenty feet high, greatly enriched with sculpture of various designs, supposed to be of either Saxon or Danish origin. There are three other churches in Wolverhampton, and many religious establishments belonging to various sects of dissenters; also a Free Grammar School, Blue Coat Charity, National, Sunday, and other schools. The population of Wolverhampton is about forty thousand: it has a market on Wednesday, and a fair on July 10.

Inns.—The Swan Hotel; the New Hotel; the Star and Garter; the Peacock.

* The celebrated Dr. Hall, Bishop of Norwich, officiated for two years as prebendary of this church.

Left.

Quitting Wolverhampton station, Tettenhall Wood improves the landscape, backed by the Clent Hills.

Oxley Hall, the birth-place of the late Mr. Huskisson.

Chamberlain's Mill.

Bridgenorth, in the county of Salop, about 14 miles from Wolverhampton, is most romantically situated on the banks of the Severn, by which it is intersected. The part standing on its eastern side is designated the low, and that on its western the high town, which, extending along the flat of the hill, rises 90 feet above the level of the river. The two parts of the town are connected by a handsome bridge. This borough returns two members.

Chillington Park, belonging to Mr. Giffard, who enjoys the reputation of being one of the "fine old English gentlemen."

Nearly opposite Four Ashes Station, about one mile from the line, in the midst of trees, so as to be concealed from the view of the traveller, is *Somerford Hall*, the residence of E. Monckton, Esq.; and about one mile and a half north-east of this seat is the small ancient town of *Brewood*, containing, with its liberties, 6,000 inhabitants.

Here terminates the Standeford embankment, the longest in the line, being six miles in length, with a very trifling exception; in some places it is thirty-six feet high, and carries the road over thirteen bridges.

SPREAD EAGLE STATION.

Water Eaton village.

Right.

Bushbury Hill, with the village church on an elevation and the surrounding scenery, renders this part of the line very interesting.

Low Hill, the seat of Mr. Pountnoy.

Bushbury, $2\frac{1}{4}$ miles from Wolverhampton, contains above 1,300 inhabitants. The living is a discharged vicarage in the patronage of the principal landowners in the parish. There are considerable coal works in the neighbourhood.

Moseley Court, the ancient seat of the Whitgreave family. Here Charles the First was concealed for some time. Near this ancient building is the *Hall*, a modern erection, occupied by Captain Hollyoak.

Apsley Hall, now occupied by Mr. Lovatt, a farmer.

FOUR ASHES STATION.

Cannock Chase, which contains 26,000 acres principally laying waste, was in earlier times a forest or chase used by the Mercian kings. One part has lately been enclosed by the boundary of Beaudesert Park, seat of the Marquess of Anglesea. Here are the remains of a moat, enclosing an oblong square of three acres, called the Old Nunnery, where a Cisterian Abbey was founded in the reign of Stephen.

Here the old Watling Street crosses the Railroad, leading to Shrewsbury.

14 $\frac{3}{4}$ 15 $\frac{1}{4}$ 15 $\frac{1}{2}$

Emban.

16 $\frac{1}{2}$

Emban.

17 $\frac{1}{4}$

Emban.

18 $\frac{1}{2}$ Canal
Excav.

19

Emban.

19 $\frac{1}{2}$ 19 $\frac{3}{4}$

Emban.

20

Excav.

21 $\frac{1}{2}$



Stretton, a chapelry in the parish of Penkridge; the living is a perpetual curacy, in the jurisdiction of the Royal Peculiar Court of Penkridge, in the patronage of the Littleton family. This ancient place is supposed to occupy the site of the Roman Pennicrocium. Several Roman coins and other relics have been found on the spot.

Leaving this station, the villages of *Thickerscote* and *Silkmore* appear in the distance.

Lovedale.

The next object of interest is *Stafford Castle*, the tower of which is seen.

Emban.

22 $\frac{1}{4}$

23

24

29 $\frac{1}{4}$

Rodbaston Hall.

We enter on an embankment, continuing half a mile, which crosses the river Penk, on which the town of *Penkridge* stands. Penkridge is seen to advantage from the great elevation of the line; and the river, by its serpentine windings, gives an agreeable appearance to the landscape below. The town evidently derives its name from the river.

PENKRIDGE STATION.

Acton Trussel.

Dunston Church.

STAFFORD STATION.

ARRIVAL of the TRAINS from
BIRMINGHAM.

First Train	15m. past	7
Second Train	13m. past	10
Third Train	45m. past	12
Fourth Train.....	45m. past	3
Fifth Train	13m. past	6
Sixth Train	15m. past	8

ARRIVAL of TRAINS from LI-
VERPOOL & MANCHESTER.

First Train	45m. past	9
Second Train	15m. past	12
Third Train	45m. past	2
Fourth Train.....	45m. past	5
Fifth Train	15m. past	8
Sixth Train	45m. past	9

A train leaves this station for Wolverhampton and Birmingham at eight o'clock in the morning; and leaves Birmingham at half-past seven o'clock in the evening.

Omnibuses are in attendance to convey passengers to any part of the town. Coaches to the Potteries daily at 10, 3, $\frac{1}{4}$ past 6, and to Newport, Shifnal, and Shrewsbury, daily from the Swan Hotel. A coach to Uttoxeter, Derby, and Nottingham, at 10 $\frac{1}{4}$ P.M.—Newcastle, at 5 A.M.

Travellers anxious to see the Potteries should leave

the railway at this station, and proceed by coach or omnibus, to Stone, Stoke-upon-Trent, Burslem, Newcastle-under-Lyne, and thence to the Whitmore station to resume the line. A day or two may be most agreeably employed by visiting the interesting manufactories in this neighbourhood.

Stafford

Is a place of great antiquity, pleasantly situated about $\frac{1}{4}$ of a mile from the station. The entrance from the London road is by a neat bridge. The modern houses are in general well-built, and many of them are handsome. The environs abound with mansions and villas belonging to the resident gentry. Assemblies are held occasionally in the Town Hall, and races take place annually in May. The chief branch of manufacture is that of shoes. Stafford ale is celebrated.

From a very early period Stafford has been acquiring importance; castles have been built and rebuilt by successive princes and possessors. In 700 it is said to have been the residence of the pious St. Bertalin, son of a Mercian king. Ethelfleda, Countess of Mercia, erected a castle here in 913, and fortified the town with walls and a fosse. It appears to have increased greatly in extent and importance, and is in Domesday Book called a city, in which the king had eighteen burgesses in demesne, and the Earl of Mercia twenty mansions. William the Conqueror built a castle here to keep the barons in subjection,

and appointed as governor Robert de Tœni, the progenitor of the house of Stafford. It was rebuilt in the reign of Edward III., and in the Parliamentary war was garrisoned for the king, but taken by the Parliamentary troops, and finally demolished.

The castellated building which now forms so prominent a feature in the landscape on approaching the Stafford Station, is a modern erection, on the ancient site, commenced by Lord Stafford (then Sir George Jernyngham); only one front, flanked by two round towers, was completed, these now contain a quantity of ancient armour, well deserving the attention of the antiquarian and the curious. It is seldom inhabited by the family, but is preserved by a housekeeper and servants. Stafford gives the title of baron to the Jernyngham family, and marquis to that of Gower. Izaak Walton, the author of the celebrated treatise on angling, was a native of this place. There are two parish churches, and places of worship for Independents, Presbyterians, Methodists, Roman Catholics, and the Society of Friends. The principal public buildings are a Free Grammar School, originally founded prior to Edward VI., the County Lunatic Asylum, the County Infirmary, and House of Recovery, with a number of others.

Inns — The Swan, George, and Vine.

The *Potteries*, an opulent and highly interesting district, about seven miles to the east of the line, comprises within its range the borough of Stoke upon Trent, and the several townships and villages of

Burslem, Hanley, Shelton, Etruria, with Longport and Brownhills, Lane End, with Longton, Tunstall, Lane, Delph, Cobridge, and their neighbourhoods. The district extends about ten miles in length and nearly two in breadth, and is entirely in the county of Stafford. It abounds with coal and clays of great variety.

This great manufacturing neighbourhood is covered with scattered villages, and contains about 20,000 inhabitants. Although the making of articles of pottery has been carried on here from a remote period, yet the manufacture was of inferior importance, until the great improvements effected in the latter part of the last century, since which time the excellence and beauty of the wares have produced a most extensive traffic. The exports of earthenware and china to the United States alone amount to 100,000 packages annually. The several species of ware invented by Mr. Wedgwood, varied by the industry and ingenuity of other manufacturers into an infinity of forms, and differently painted and embellished, constitute nearly the whole of the fine earthenwares at present manufactured in England. The following is a short account of each of the interesting places of which "The Potteries" is composed.

Stoke-upon-Trent is a parish, market-town, and borough (by the Reform Bill); population, 37,220. It is situated on the river Trent, and the Trent and Mersey Canal passes through it. It had formerly a very ancient church, which has given place to a

modern structure, erected in 1826. It contains a monument to the memory of the late Josiah Wedgwood. The town contains many china manufactories, wharfs, and warehouses, and is considered the parish town of the Potteries. The Reform Bill created this town a borough, and William Copeland, Esq., alderman of London, and one of the largest china manufacturers in England, in conjunction with John Davenport, Esq., of Westwood Hall, now represent it in Parliament. This was the first place in which a steam-engine was erected for grinding calcined flint. There are places of worship in the town for various sects of Dissenters, and a commodious school, in which about five hundred children are educated upon the national plan.

When visiting the extensive manufactory of Messrs. *Minten* and *Boyle* at Stoke, I received much attention from Mr. Greatbatch, the representative of the proprietors, who, with much politeness, explained every process, from the rough mould to the most elegantly finished piece of china. I know of nothing which afforded me more gratification than witnessing with what ease the art of man can form a shapeless piece of clay into a thousand elegant and useful forms. For the gratification it afforded, I take this opportunity of tendering my grateful acknowledgments.

Hanley is a market town and chapelry in the parish of Stoke, about two miles from Newcastle; it contains about 7,000 inhabitants. The church is a hand-

some structure, and is remarkable for its tower, which is one hundred feet high. The living is a perpetual curacy, in the archdeaconry of Stafford, and diocese of Lichfield and Coventry, endowed with £1,100 private benefaction, £1,000 by the crown, and £200 by a parliamentary grant; patrons, the trustees. The Grand Trunk Canal flows near the town, which affords great facility for the exportation of earthenware; and a company is established for the express purpose of carrying that article.

Lane End, nine miles from the railway, forms, with the township of Longton, a populous market town, belonging to the parish of Stoke, situate nearly at the southern extremity of the Potteries, four miles south-east of Newcastle. It has within a few years, owing to the prosperous state of the manufactures of the district, attained to considerable opulence and importance. The population of the two townships jointly is 10,000.

Shelton is a township adjoining Hanley, in the parish of Stoke. In this place are the works and beautiful villa of Etruria, erected by the late talented Josiah Wedgewood, Esq. The elegant specimens of art produced at these works, under his own superintendence, are imitations of the original vases found in Italy, and will well repay the visit of the stranger.

Burslem is a town of some antiquity, and long distinguished for the variety and excellence of the clay which abounds in its vicinity; and it was noted as

early as the seventeenth century, as the principal place in the kingdom for the manufactures of earthenware and pottery.

Longport and *Brownhills* are both manufacturing districts for pottery, in the parish of Burslem.

Tunstall, another of the market towns in the Pottery district, forms part of the borough of Stoke; its situation is elevated, and a considerable business is done here in blue bricks, tiles, porcelain, and earthenware; there are also some chemical works, which afford employment to hundreds. Fine clay, coal, iron, and lime-stone, together with other minerals, are found here in great abundance.

Lane, *Delph*, *Fenton*, and *Cobridge* are small places, but doing an extensive pottery trade, and employing a considerable population. The first and second-named places are situated between the towns of Stoke and Lane End, and the two last between Hanley and Burslem.

Left.		Right.
<p>Leaving Stafford Station, the castle appears, and Beacon Hill forming the back-ground. The road crosses the river Sow, which pursues its course on the left.</p>	<p>Bridge 30$\frac{1}{2}$ Emban.</p>	
<p>Village of <i>Aston</i>, a township in the parish of Muckleston, county of Stafford, eight miles from Newcastle-under-Lyne, containing about 300 inhabitants.</p>	<p>31$\frac{1}{4}$ Bridge across the river Sow</p>	<p><i>Cresswell Hall</i>, a plain, neat erection, encompassed by richly-wooded grounds, forms a pretty object in the landscape. It is the residence of the Rev. T. Whitley.</p>
<p><i>Seighford</i> contains 500 inhabitants; the living is a discharged vicarage in the patronage of the crown, rated in the king's books</p>		<p>The road here recrosses the river Sow, which is seen meandering on the right of the line. The ground is marshy, and I understand abounds with snipes. Herons may also occasionally be found here.</p>

at £6 a year. There is a bequest by Dame Dorothy Bridgman to instruct six poor children of this parish. The pretty tower of the church peeps from amid the scenery.

BRIDGFORD STATION.

Chebsey contains, with the township of Cold-Norton, about 500 inhabitants. The living, which is a vicarage, is in the patronage of the Dean and Chapter of Lichfield. A tall pyramidal stone, to the memory of a bishop slain near this place, formerly stood in the cemetery of the church.

Eccleshall is a small market town, about $2\frac{1}{2}$ miles from the line, situate on the banks of a rivulet which runs into the river Sow. Tradition records that the emperor Nero erected a temple to Jupiter on the site which the castle now occupies, where he reared the Roman standard, whence it was called Eagle's Hall, since corrupted to its present name. The castle was built by Walter de Langton, bishop of Lichfield, in the year 1209; it suffered greatly during the civil wars, was fortified by the royalists, but being much battered, it was at length compelled to surrender.

NORTON BRIDGE STATION.

The road from the bridge, which crosses at this station, leads on the west to Eccleshall, and on the east to Stone. As we advance towards Whitmore, the character or face of the country changes from a comparative level to one of a hilly kind. On the left we behold in the distance a range of hills, called the Maer Hills.

Emban.

32 $\frac{1}{2}$

Excav.

32 $\frac{3}{4}$

Excav.

33 $\frac{3}{4}$

Emban.

Excav.

Emban.

34 $\frac{1}{2}$

Excav.

35

Emban.

Excav.

36 $\frac{3}{4}$

Emban.

Sandon is a pretty village about five miles east of the line of railroad, and near the Grand Trunk Canal. It contains 600 inhabitants, and its most distinguished building is the Hall, which belongs to the Earl of Harrowby.

Bridgford Hall, formerly a convent; some remains of the ancient buildings still exist in different parts of the hall and grounds.

Shallowford, a small straggling village.

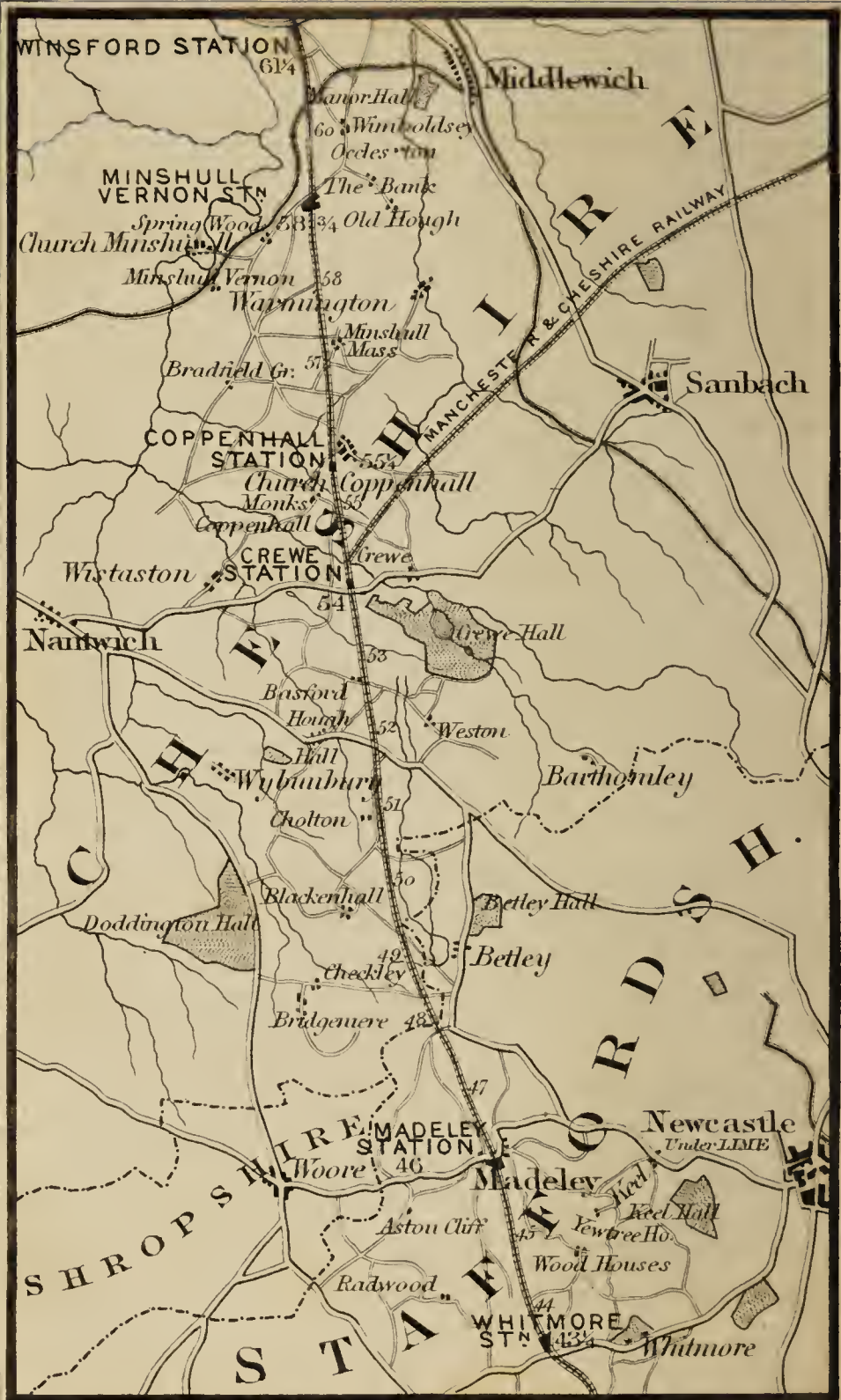
Worston silk-mill, belonging to Mr. Milner.

Stone is said to be a place of great antiquity, and to owe its origin to Wulpher, king of Mercia, who having slain his two sons for becoming Christians, became himself a convert to Christianity, and founded a monastery here to expiate his crime, in the year 670. The Saxons, according to their custom, heaped stones on their graves to preserve the memory of the place. A town afterwards sprung up, and in remembrance of this event was called Stone. The church is a handsome building in the Gothic style, dedicated to St. Michael. There are several seats in this neighbourhood belonging to persons of distinction. The late gallant Earl St. Vincent's remains repose in the church-yard.

Norton, from whence the station takes its name, is a small township in the parish of Chebsey, in the hundred of Pinehill.

Swinerton Park, the seat of Mr. Fitzherbert.





Standon, a parish in the hundred of Pinehill, containing about five hundred inhabitants. The living is a rectory in the archdeaconry of Stafford, rated in the king's books at £6 18. 4. The river Sow bounds the parish on the south. Ten poor children are taught to read for £6 per year, the interest of bequests by two ladies named Tagg and Plant. The church, with the richly-wooded country around it, forms a pleasing object.

38 $\frac{3}{4}$

Emban.

40 $\frac{1}{4}$

Emban.

41 $\frac{1}{4}$

Slight
Excav.

42 $\frac{1}{2}$

Deep
Excav.

Standon Cottage, belonging to Mr. Lunt.

Hatton Mill.—Here may be perceived

Trentham Park, in the midst of which stands the Hall, a very ancient building, inhabited by the Duke of Sutherland. The river Trent runs near to it, to which the park probably owes its name. The house may just be discerned among the trees in the distance. We now begin to approach the third principal station.

Another *Swinerton Park*—there being two of that name in the neighbourhood—brings us to

Maerwood.

WHITMORE STATION.

43 $\frac{1}{4}$ Miles.

ARRIVAL of the TRAINS from BIRMINGHAM.

First Train	55m. past 7
Second Train	59m. past 10
Third Train	25m. past 1
Fourth Train	25m. past 4
Fifth Train	59m. past 6
Sixth Train	55m. past 8

ARRIVAL of TRAINS from LI- VERPOOL & MANCHESTER.

First Train	10m. past 9
Second Train	35m. past 11
Third Train	10m. past 2
Fourth Train	10m. past 5
Fifth Train	35m. past 7
Sixth Train	10m. past 9

Coaches daily to Shrewsbury, through Market Drayton, at 9 o'clock A.M. A coach daily to Drayton, at 5 o'clock P.M. A coach through Newcastle to the Potteries daily. An omnibus daily to Drayton. The Pottery Company's omnibus daily to Newcastle and Potteries, at 9 o'clock and 11 A.M., and 5 and 7 o'clock P.M.

Left.

To *Market Drayton*.

Near this spot is one of the highest points of the line, the road inclining towards Liverpool one way, and towards Birmingham the other. On a con-

Bridge

44

Excav.

Right.

To the Potteries and *Newcastle-under-Lyme*, a borough and market town, and a place of some antiquity. The name was taken from a castle built here by Edmund, Earl of Lan-

sidcrable elevation is Barr Hill, from whence, on a clear day, Liverpool may be distinctly seen. Here is a complete level, but after we have passed it, we begin to descend an inclined plane, which continues to Basford Level. Soon after leaving Whitmore, we find ourselves entering a cutting of bog or moorland, resembling in its character the celebrated Chat Moss. At this part of the road the contractors experienced great difficulty in getting a good bottom. This neighbourhood was formerly celebrated for snipe, grouse, and black game, but, not liking the progress of civilization and improvement, they retired as the railway advanced. A little beyond this moor we come in sight of

Madeley Park, and

Manor House, the seat of Lady Cuncliffe, daughter of Lord Crewe.

Woore, a chapelry in that part of the parish of Muckleston, in the county of Salop, containing about 400 inhabitants. About thirty children are taught in a Sunday school, the expenses of which are defrayed by the joint bequests of William Elkins and Randolph Woolley.

Checkley Wood.

Doddington Hall, the seat of General Boughton, is situated in an extensive park. The mansion is a modern erection, near which are the ruins of a house built, it is said, in 1365.

Nantwich, four miles from the line, is situate in a luxuriant vale on the banks of the river Weaver. The manufacture of salt was at one time carried on very extensively, but it has now greatly declined.

caster, in the reign of Henry III., in consequence of a previous one which stood in the neighbourhood having fallen to ruin, and its descript affix 'under Lyme,' was added on account of its proximity to the forest of Lyme, and to distinguish it from the Newcastle in Northumberland. The chief manufactures are hats and silkcthrowing. The good or bad state of trade of the Potteries adjacent exercises, to a certain degree, an influence on its welfare and prosperity. It has sent two members to Parliament ever since the 7th of Edward III: the Reform Act confirmed this privilege, and somewhat extended the suffrage.

Within a short distance of the station is

Whitmore Hall, the seat of Capt. Manwaring.

Snape Hall is prettily situated among rich woods.

Hay House is the old red building near the line.

MADELEY STATION.

Madeley is a parish in the hundred of Puchell, county of Stafford. The church is a commodious structure, with a square embattled tower. The living is a discharged vicarge, in the archdeaconry of Stafford and diocese of Lichfield and Coventry, endowed with £600, in equal sums, by a parliamentary grant, the crown, and private benefactions. The living is in the patronage of Lord Crew. Here is an endowed school for boys and girls.

The village of *Betley* may be distinguished by the spire of its church, which presents a pretty object in the landscape; it is about three miles from the rail-road. The inhabitants are chiefly occupied in cultivating vegetables.

44 $\frac{1}{2}$

Excav.

44 $\frac{3}{4}$

Emban.

45

Excav.

Emban.

Deep

Excav.

47 $\frac{1}{4}$

Slight

Excav.

47 $\frac{3}{4}$

Enter
Cheshire

49 $\frac{1}{2}$

Emban.

52 $\frac{1}{2}$

Excav.

53 $\frac{3}{4}$

The church is an ancient gothic pile in the form of a cross, with an octagonal tower rising from the centre. In the inside are several monuments deserving the notice of the curious, and a beautiful stone pulpit projecting from the piers of the central tower; and it is affirmed that there are only two others like it in the kingdom, one of which is in the church at Wolverhampton. During the civil wars, Nantwich was the only town in the county which adhered steadily, through every change, to the cause of the Parliament; it was besieged and defended with great courage. The widow of the immortal Milton resided here during the latter years of her life. Population about 6,000.

Excav.

Betley Hall, the seat of Wm. Follet, Esq.

The sheet of water is called *Betley Mere*.

53 $\frac{3}{4}$

Emban.

Crew Hall, the mansion of Lord Crew, is a quadrangular building of considerable dimensions, the cornices and door-cases being of stone; the large bay windows in the front, and the open-worked battlements, add much to the bold appearance of this elegant structure. The southern entrance opens to an ancient staircase of singular structure and great beauty; its principal apartments are richly ornamented; in the private chapel is a fine painting of the Last Supper. The mansion is surrounded with thick woods, abounding with game.

54

Excav.

CREWE STATION.

ARRIVAL of the TRAINS from BIRMINGHAM.

First Train	24m. past 8
Second Train	29m. past 11
Third Train.....	54m. past 1
Fourth Train	54m. past 4
Fifth Train	29m. past 7
Sixth Train	24m. past 9

ARRIVAL of TRAINS from LIVERPOOL & MANCHESTER.

First Train	32m. past 8
Second Train	53m. past 10
Third Train.....	32m. past 1
Fourth Train	32m. past 4
Fifth Train	16m. past 6
Sixth Train.....	32m. past 8

A coach to Whitchurch, at 5 P.M. Macclesfield, through Congleton and Sandbach, at 5 P.M. Omnibuses to Nantwich, 9 $\frac{1}{2}$ and 11 $\frac{1}{2}$ A.M., and at 2, 5, and 9 $\frac{1}{2}$ P.M. The same from Nantwich to Crewe, at 25m. past 8 and 50m. past 10 A.M., and at 20m. past 1, 25m. past 4, and 8 $\frac{1}{4}$ P.M.

Left.

The neighbourhood of Crewe station affords little to attract the traveller's notice; the line proceeds nearly without a curve for five miles, which enables the passengers of one train to observe the approach of another. A branch railway is in progress from Crewe, to Manchester on one side, and to Chester on the other.

The road on the left of this station leads to Nantwich; and on the other side, it takes a north-easterly direction for Sandbach, Congleton, and Macclesfield. Progressing to the next station, we pass Monks Coppenhall, and Church Coppenhall. Soon after passing the latter, it may be perceived that the character of the soil and vegetation has greatly changed from that we have recently seen. Coppenhall Moss is a species of bog or moorland; the surface of the earth being covered with peat, the produce, we believe, of fallen trees and decayed vegetable matter.

The tower of Coppenhall church is seen on the left. This church is an old structure, built of wood and plaister, in the style prevalent in the reign of Elizabeth.

Passing the church and village, we arrive at

COPPENHALL STATION.

Coppenhall is a parish and township in the hundred of Nantwich, county of Chester. Population 350. The church is dedicated to St. Michael; the living is a rectory in the archdeaconry and diocese of Chester. Patron, the Bishop of Lichfield and Coventry.

Here the country becomes flat, boggy, and uninteresting; Coppenhall Moss, Leighton Moss, and Warmingham Moss, forming the near view.

Right.

Excav.

54 $\frac{1}{4}$

Emban.

54 $\frac{3}{4}$

Excav.

55

Excav.

55 $\frac{1}{4}$

Emban.

Sandbach, five miles from the line, is a small market town, pleasantly situated on an eminence near the little river Wheelock, which falls into the Dane, about five miles below the town. It was at one period celebrated for its malt liquor, and did also a considerable trade in worsted yarns, weaving of stuffs, and shoe-making.—The Grand Trunk Canal passes near to the town, affording it the advantages of water-communication with other places. The church is ancient, and its style gothic. It was formerly noted for its crosses, and there are some remains of these religious erections still existing. The population of Sandbach exceeds 7,000.

Congleton is a market town and chapelry, in the parish of Astbury and hundred of Northwich, county of Chester; it is situated on the river Dean, near the borders of Staffordshire. The principal manufactures are leather, cotton, silk, and ribbon. The church is dedicated to St. Peter. The town is healthily situated, and the houses neat. Lime-stone of very excellent quality is obtained in its neighbourhood. The predilection for bear-baiting, in former times, must have been very strong, if the following be true: "Upon the town-bear dying, when the corporate funds were exceedingly low, the townsmen appropriated the funds which had been saved for the purchase of a new bible, to the purchase of a new bear!"—and it is yet a bye-word in the mouths of the enemies of the good people of Congleton, that "they prefer their bear to their bible."

MINSHULL VERNON STATION.

A distant view of Beeston Castle Hill, and the mountains in Cheshire and Wales.

There is nothing very attractive in this part of the route—embankments followed by excavations and bridges—till we arrive at

WINSFORD STATION,

The road which here crosses the line leads to

Over, about two miles distant: it is a small market town in the county of Stafford. *Over* is said to be the birth-place of the idiotic prophet, Nixon, whose predictions were much venerated by the superstitious and illiterate. There is some difference of opinion as to the time of his birth and decease: some say he lived in the time of the James's, and that his most remarkable prophecies applied exclusively to the Cholmondeley family, by whom, it is said, the MSS. regarding this person are preserved, and who were Nixon's reputed patrons. His predictions have great credit among the peasantry even at the present time, who look at the viaduct with a sort of ominous fear, regarding it as a fulfilment of one of them, *viz.* "That when the rocks near Warrington should visit Vale Royal, the sun of this ancient family should set."

Mr. Johnson's Salt Works, on which upwards of fifty men are constantly employed.

We now approach one of the most beautiful parts of the Railway, the *Vale Royal Viaduct*, over which the line passes for five hundred feet, and beneath which the river Weaver winds through the vale in graceful sweeps, girt with ver-

58½

Excav.

59

Emban.

60

Canal

Excav.

61¼

Bridge

Excav.

62

Excav.

62½

Beeston Castle was built about the year 1220, and was made a garrison in the baronial war in 1643. After a long siege, the Royalists were compelled, from want of provisions, to surrender it to the Parliamentarians, who dismantled it early the following year. The ruins consist of the remains of a tower which guarded the principal entrance to the inner court, flanked by semi-circular bastions, and surrounded by a moat, excavated in the solid rock. The outer walls were defended by eight round towers, irregularly placed, and are now covered with ivy.

Delamere Forest appears on the N.W. (although described here for convenience), and continues to form part of the Railroad prospect for some space. This tract, which includes the ancient and royal forest of Delamere, was uninclosed till 1812, when it was erected into a parish by act of parliament, and is now rapidly improving in fertility and increased population. On its enclosure, it first gave the title of Baron Delamere of Vale-Royal, to Thos. Cholmondeley, Esq., the proprietor of the ancient possessions of the Cistercian Monks of Vale-Royal, whose sumptuous Abbey was completed in 1330, by Edward I., and cost £32,000.

Middlewich, a market-town and borough, in the county of Chester, two miles distant, deriving its name from its local situation, being the middlemost of the Wiches, or salt towns. The salt-works here are extensive, and the brine from the springs yields about one-fourth of its weight in salt; besides the employment these afford, there are silk and cotton factories, and a considerable business is done in the town with the surrounding neigh-

dant meadows. The viaduct is a fine erection, consisting of five arches of 63 feet span and 60 feet high, and the top of the parapets 12 feet more, making from the water a total of 72 feet. The length of this pile is 456 feet, and contains 250,000 cubic yards of stone. The stone of which it was built was brought down the Weaver in flats and barges. The traveller will do well to be on the 'look-out' in this part, or the view will escape him. *Vale Royal Park* lies to the westward, rich in the grandeur of its woods; and nearly hidden among them is *Delamere Abbey*, the old and venerable seat of Lord Delamere. Passing through a deep cutting, we arrive at

63 $\frac{1}{4}$

Excav.

63 $\frac{3}{4}$ 64
Emban.

bourhood, which is a great agricultural district. The church is a spacious building, and there are meeting-houses for dissenters.

Tarporley, anciently spelled *Torporley*, a small market-town, situate on the high road from London, through Nantwich to Chester, and distant from the Railway eight miles. The church, which is built of red stone, is a handsome building, containing several fine monuments.

Walton Green, a red house, occupied by Mr. Penning.

Bostock Hall, the seat of Sir James France, Esq.

Eaton Hall, the seat of Sir E. Antrobus.

HARTFORD STATION.

65 $\frac{1}{2}$ Miles.

ARRIVAL of the TRAINS from
BIRMINGHAM.

First Train	59m. past 8
Second Train	7m. past 12
Third Train	29m. past 2
Fourth Train	29m. past 5
Fifth Train	7m. past 8
Sixth Train	59m. past 9

ARRIVAL of TRAINS from LI-
VERPOOL & MANCHESTER.

First Train	8 A.M.
Second Train	10m. past 10
Third Train	1
Fourth Train	4
Fifth Train	10m. past 6
Sixth Train	8

Adams's omnibus (with the letter-bags) to Northwich and Knutsford, morning and evening. Mail to Chester and Tarporley at 10 A.M., and 5 $\frac{1}{2}$ o'clock, P.M. From Chester there are coaches to all parts of North and South Wales.

Left.

Leaving this station, we enter upon an embankment, from whence a fine view of the country is afforded.

Bridge
Emban.

Right.

leading to

Northwich, a town of considerable antiquity, situate on

About one mile and a-half from Hartford is a large brick mansion, occupied at present by Lady Brookes, mother of Sir Richard Brookes, Bart., of Norton Priory, near Runcorn. The hills seen in the extreme distance to the north-westward of this mansion, are those of Delamere forest and Castle-hill. The latter is the more northerly.

From the top of one of the coaches (unquestionably the best place for seeing the country), the traveller may see Delamere House, which is situated on the borders of Delamere forest, the residence of George Wilbraham, Esq., M.P. for the southern division of this county, Chester. From this spot, but nearer the eye, may also be seen the seat of Mr. Warburton, nearly opposite the Dutton Viaduct.

Overton Hills.

Aston Hall, the seat of Mr. Aston.

Runcorn is a small market town, situated four miles from the line, on the banks of the Mersey. The parish church, surrounded with trees, stands in a most romantic situation, above the rock called Castle Rock, from the circumstance of a castle having formerly stood on or near to it. Its pleasant neighbourhood, fine views, and pure air have lately rendered it a place of great resort.

PRESTON BROOK STATION.

Norton Priory, the residence of Sir Richard Brooke, Bart. A religious establishment formerly existed here, some parts of which are included in the present mansion. The Duke of Bridgewater's Canal runs through the park. In 915, Ethelfleda, sister to king Edward the elder, a widow of Ethelred, king of

67 $\frac{1}{4}$

Emban.

68

Excav.

70 $\frac{1}{2}$ 71 $\frac{1}{4}$ Tunnel
110 yards
long.72 $\frac{1}{4}$ 73 $\frac{3}{4}$ 74 $\frac{1}{4}$

the conflux of the Dane and the Weaver, about two miles from the line. Its parochial chapel, a neat Gothic structure, consists of a nave, chancel, and side aisles, with an embattled tower.

ACTON STATION.

Having left Acton, the prospect is much impeded for some distance by the frequent cuttings through which the line passes.

Aston Hall and grounds; in front lies Dutton Wood.

The traveller now approaches the stupendous Viaduct crossing the river Weaver and the valley of Dutton. It is more than a quarter of a mile in length, about thirty feet wide, and sixty feet high, and consists of twenty arches, each of sixty feet span.

Village of Dutton.

Preston-on-the-Hill is a place of great traffic, from its vicinity to the salt districts.

Frodsham is about three miles from the line, and consists principally of two streets intersecting each other, at the extremity of one of which stands the church. The inhabitants are chiefly occupied in producing and refining salt. Some few quarries of coarse red sand are worked here, but not to much extent. Frodsham, like many of the towns in this county, has the advantage of being placed amidst scenery naturally fertile and beautiful.

Richly-wooded country lines both sides of the road.

Daresbury Wood, and tower of Daresbury church. The Hall is occupied by Mr. Chadwick.

Kenwick.

Mercia, built a town and castle near the river Mersey, at this place, some traces of which are still visible.

The *Elms*, the residence of Wm. Stubbs, Esq.

Warrington Viaduct has twelve arches. The river Mersey and the Mersey and Irwell Canal here flow under the road. The Viaduct has a handsome stone parapet. The Moore excavation, which here terminates, is near one mile and a-half in length, and is crossed by five handsome bridges.

74 $\frac{1}{4}$

75

Excav.

Bridge

Bridge

MOORE STATION.

The village from whence this station is named, is a small township, inhabited by an agricultural population of about three hundred inhabitants.

Walton Superiour.

Walton Inferiour.

WARRINGTON STATION.

ARRIVAL of TRAINS from BIRMINGHAM.

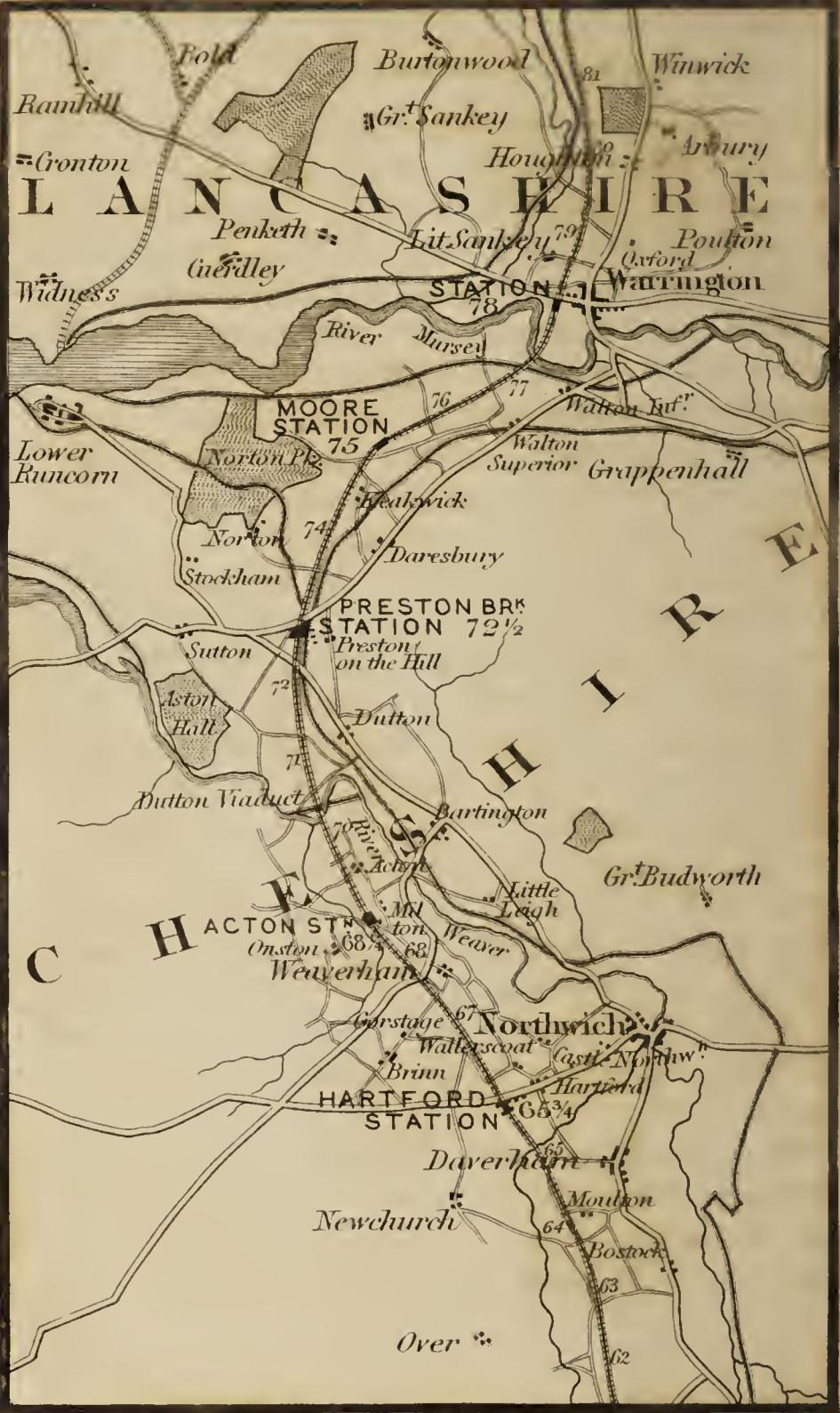
First Train	34m. past 9
Second Train	44m. past 12
Third Train	4m. past 3
Fourth Train.....	4m. past 6
Fifth Train	44m. past 8
Sixth Train	34m. past 10

ARRIVAL of TRAINS from LI- VERPOOL & MANCHESTER.

First Train	25m. past 7
Second Train	25m. past 9
Third Train	25m. past 12
Fourth Train.....	25m. past 2
Fifth Train	25m. past 5
Sixth Train	25m. past 7

Omnibuses are in attendance to convey passengers to any part of the town. Chaises, cars, or gigs to be had on a few minutes' notice. A Macclesfield coach leaves at $\frac{1}{2}$ past 3 P.M., and arrives from Macclesfield by 9 A.M. The Edinburgh and Carlisle mail leaves Warrington at 10 A.M., and arrives from Carlisle at 6 P.M. The Glasgow and Edinburgh mail leaves Warrington at $\frac{1}{2}$ past 10 A.M., and returns at 3 P.M. The Royal Liverpool coach from Stockport, through Warrington, at $\frac{1}{2}$ past 9 A.M. to Liverpool, and returns through Warrington at 5 o'clock P.M., to Stockport.

Warrington is a large, populous, and thriving town, situated on the northern bank of the river Mersey, about



Bolton *Bury* *Warrington* *Poulton* *Orford* *Widnes* *Penketh* *Cnerdley* *Gr. Sankey* *Houghton* *Lit Sankey* *STATION* *78* *76* *77* *Walton Inf.* *Walton Superior* *Grappenhall* *Lower Runcorn* *Norton Pl.* *MOORE STATION* *75* *Heakwick* *Daresbury* *Norton* *Stockham* *Sutton* *Aston Hall* *72* *71* *Dutton* *PRESTON BRK STATION* *72 1/2* *Preston on the Hill* *Bartington* *Gr. Budworth* *Little Leigh* *Weaver* *Wenverham* *Onston* *68 1/4* *68* *Garstang* *67* *Northwich* *Wallercoat* *Castle Northw.* *Brinn* *HARTFORD STATION* *66 3/4* *Hartford* *Daverham* *65* *Moulton* *64* *Bostock* *63* *62* *Over*

midway between Manchester and Liverpool. Warrington consists of four principal streets, mostly narrow, inconvenient to passengers, and unpleasant to the inhabitants; and though these are chiefly composed of shops, several handsome buildings are interspersed. The principal trade of this place has been in the manufacture and sale of sail-cloth or poldavy. Some other coarse articles and checks have been made of materials imported at Liverpool from Russia. The Mersey admits vessels of seventy or eighty tons burden to Bank-quay, a little below the town, where warehouses, &c. are erected. The spring-tides rise at Warrington-bridge to the height of nine feet: the centre arch of this bridge gave way in 1821. Besides the parish church, there is a chapel of ease, and another chapel of the establishment over the bridge, belonging to the parish of Groppenhall. There are also places of worship for Roman Catholics, Presbyterians, Anabaptists, Methodists, Friends, &c. The Free School is very well endowed, and the town contains a charity for educating and maintaining poor children of both sexes.

A short distance north of Warrington, on the road to Wigan, is Orford Hall, a seat of the Blackburn family.

Warrington has two well-supplied markets on Wednesday and Saturday, noted for lampreys and all sorts of fish, flesh, corn, potatoes, cattle, &c. The malt is so good here, that the ale brewed with it is

not held inferior to the best in England. Business to a great amount has been done here at a fair in November, which continues several days, when cattle, Irish linens, Welsh flannels, Yorkshire cloths, &c. are exposed to sale.

Here are also an iron-foundery, bell-foundery, copperas-works, and glass-houses, where the manufacturing and grinding of glass is carried on to a considerable extent; a pottery, a file and edge-tool manufactory, &c. A great many children are also employed in the manufacture of pins.

Warrington gave the title of earl to Henry Booth, Lord Delamere, of Dunham Massey, 1690, who was succeeded by his son George, who dying without issue male, the title became extinct, but was revived the same year in the person of Nathaniel Booth, grandson to the first Lord Delamere, who died in 1770. It now gives the title of earl, in addition to Stamford, to the Grey family.

The next station is the Junction. The land between is tolerably level, with similar undulations, however, to what we have before noticed. The face of the country wears here, as in every other part bordering on the line capable of receiving it, the appearance of a high state of cultivation. About a mile and a-half from Warrington, we obtain on the left a slight view of the town of Runcorn. The two tall chimneys seen in the distance, will assist in guiding the eye of the stranger to distinguish the town. On

the right of the line, but a little further onwards, the spire of Winwick church may be perceived; it is said to be one of the richest livings in England, although the village to which it belongs is small and insignificant. We pass several manufactories, and on the west of the line, very near to the Junction, a large chemical establishment, with a tall tower or chimney. The line at the Junction takes a somewhat circular sweep or bend, on the right, towards Manchester, and on the left towards Liverpool. We describe the line to Manchester first.

Newton Bridge Station.—This bridge is forty feet high, and has four arches. Close to the station is a large hotel, and on the same side stands the town of Newton. The spire of Winwick church is here seen to the south, owing to the turn we made at the Junction. On leaving this viaduct, and proceeding onwards for three-quarters of a mile, we arrive at the

Park-side Station.—It was here that the late *Mr. Huskisson* met with the unfortunate accident which terminated in his untimely death. A slab of white marble, let into the wall, contains a record of the event, and near to it the rail is marked, in order to show the precise spot where it occurred. A little further on we enter the Kenyon excavation, and then reach the Kenyon and Leigh Junction; this branches off to the north.

We then pass the *Bolton Junction*, *Bury Lane*, *Lamb's Cottage*, and *Barton's Moss*, *Patricroft Stations*. Near the last is the village of *Eccles*. It was

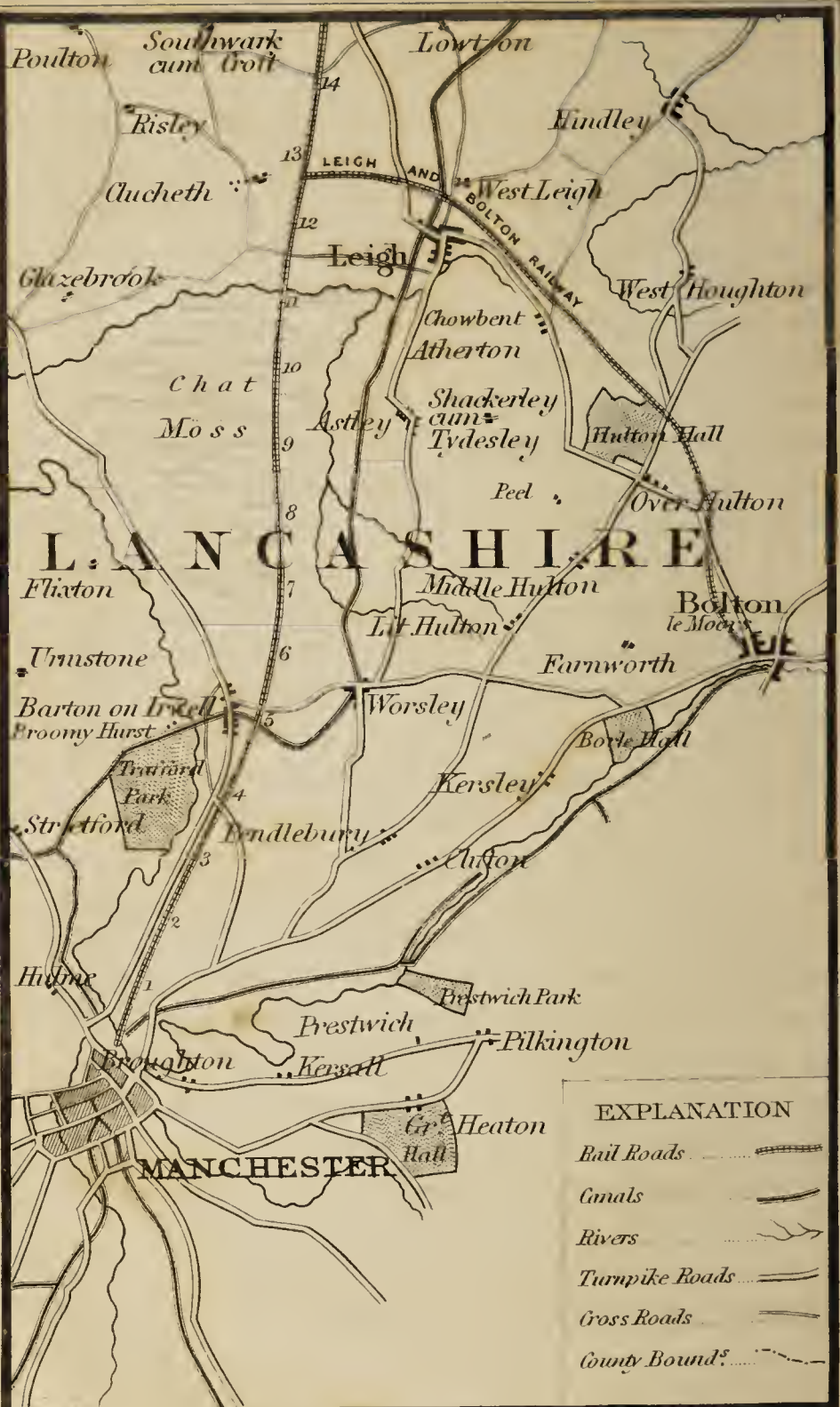
in this village, at the house of the Rev. Mr. Blackburn, Mr. Huskisson expired. From hence the trains pass three other minor stations, and speedily arrive at

MANCHESTER

Situated on a gently rising ground on the borders of the county, on the south side next Cheshire, upon the rivers Irk, Medlock, and Irwell, about seven miles from the junction of the latter with the Mersey, the latter of which has four bridges over it, two of them very handsome structures; the former is supposed to have more mill seats upon it than any other stream of its length in the united kingdom, and the latter is highly valuable on account of its banks being the seats of many dye-houses, and supplying with water the navigable canal of the late Duke of Bridgewater, which extends hence to the coal mines at Worsley, Walkden Moor, and Preston, where it joins the Grand Trunk navigation, and to Runcorn, where it falls into the Mersey.

The rivers Irwell and Mersey are navigable for vessels of fifty tons to Liverpool. Relatively considered, Manchester is situated on low ground, as there is a descent to it whichever way it is approached. Its appearance is such that the eye cannot reach half the boundaries of its far-extended buildings; but the many magnificent steeples, spires, and manufactories, which are seen rising among the clouds of smoke in almost every direction, sufficiently show its consequence and importance.





Salford, though really distinct from Manchester, is so closely connected with it that they are always considered as the same town. The number of streets, squares, courts, yards, and other inhabited places, now approach nearly to a thousand. Some of the late new streets extend upwards of two miles from the centre of the town, the old part of which is sprinkled with a motley assemblage of ancient and modern buildings, and the streets, except where they were improved by the acts of 1775 and 1791, are very narrow. Among the new streets, Mosley-street and Lever's-row are the most conspicuous, containing many modern houses, distinguished more for their internal than external elegance. The squares fall very short of those in some other large towns, though to this remark Grosvenor-square is a striking exception. Manchester, however, exhibits two delightful suburbs in Ardwick-green and Salford-crescent. The former of these, forty years ago, was a distant village, but now joins the town by continued streets. The elegant houses on the green, and the lake in the centre, render this one of the most pleasant suburbs in the kingdom. Salford-crescent, standing on a spot almost unrivalled for a beautiful prospect, is also easily distinguishable; and the new square adjoining to this has added much to the architectural beauties of the two united towns.

Besides the stone bridge over the Irwell at Hulme Fields, completed in 1808, consisting of two arches,

another has been erected over the Irk at the lower end of Miller's-street, from whence there is a road across the intermediate ground to Chetham-hill, which avoids the circuitous and steep one by Red Bank. Exclusive of the bridges already mentioned, there are a great number of others over the different rivers and canals which intersect the town, *viz.* six over the Irk, nine over the Medlock, three over Shooter's-brook, and twenty over the different canals. There is also an aqueduct which carries the Ashton Canal over Shooter's-brook, which is singularly constructed, and well worthy of observation.

Trade.—A short sketch of the trade and manufactures by which this town has risen to the important rank it now holds, must be interesting.

The original trade of Manchester was in those coarse woollen fabrics manufactured in various parts of the north of England; and about the middle of the seventeenth century it became noted for the making of fustians, mixed stuffs, and small wares. Another branch of the trade of Manchester was leathern laces for women's bodices, shoe-ties, and points for other uses, which were tagged like laces, and sold under the general denomination of *Congleton points*. Upon the introduction of the Dutch looms, woven laces were substituted in the room of these. Inkle, tapes, and filleting, which had before been made in frames or single looms, were now likewise wrought in these new engines, and coarse felts were also made. About the year 1700, bolsters, bed-ticks, linen, girth, web, and

boot-straps, were manufactured here ; but about thirty years afterwards part of that trade began to decline, and coarse checks, striped hollands, hooping, and some yellow canvas were then made. At the same time the silk branch was attempted in cherry-derrys and thread satins. Fustians were principally manufactured at Bolton, and began as early as the middle of the sixteenth century : they were bought in the grey by the Manchester chapman (particularly by the benevolent Humphrey Chetham, Esq, who founded the Blue-coat Hospital), who finished them, and sold them in the country.

The kinds of fustians then made were herring-bones, pillows for pockets and outside wear, strong cotton-ribs, and barragon ; broad-raced lin thicksets and tufts, dyed, with whited diapers, striped dimities, and linen jeans. Cotton thicksets were made sometimes, but as often dropped for want of proper finishing. Tufts were much in demand at that time. When tufts ceased to be called for, a variety of figured patterns were attempted with treddles, but as these were confined to a scanty range, recourse was had to draw-boys, which gave name to a new and important branch of trade. Some yard-wides being made upon this plan, were bought up with avidity, and great encouragement was given to the most ingenious weavers, and looms were mounted for them by their employers at a great expense. An improved plan was afterwards invented of using draw-boys in quilting, making counterpanes, and a variety of corded dimities. About the time when the draw-boys were first invented, cot-

ton velvets and cotton thicksets were attempted, and soon made tolerably perfect, especially the former.

The manufacture of checks had by this time made great advances, which afterwards were made broader and finer. Gowns striped across with cotton, in a variety of patterns and colours, were introduced about seventy years ago, and had a considerable run; and silk was at last shot with cotton, which gave them a superior richness, and contributed to a greater variety of patterns. To these succeeded washing hollands, all cotton in the warp, a valuable and much-esteemed article, until yarn was mixed, which ruined their character. Slight cotton goods were likewise fabricated for the African trade, and continued until the late American war.

In 1770 Mr. Richard Meadowcroft invented fast colours for silk handkerchiefs, &c., by which the tying and dying of these articles were brought to great perfection, so as to imitate those imported from India. The tying is now confined to fine calico and cotton handkerchiefs.

About the time that silk handkerchiefs began to be tied for dying, velverets began to be stamped with golden spots and figures, by the ingenious Mr. Mather, who had before that time contrived to get thicksets dyed of one colour uncut, and after being cut, of another, which gave a novel appearance to the article. A successful attempt was afterwards made to stripe calicoes by heated rollers, and print them with copper-plates in a rolling-press.

The Dutch being noted for the excellence of their

manufacture of fine Holland tape, plans were procured, and ingenious mechanics invited over to construct several engines, at a great expense, which have been employed in most branches of small-ware with success.

The introduction of the spinning machines could alone have enabled the masters and workmen to answer the immense demands for the various branches in the cotton manufacture. These were first used by the country people on a confined scale; but such considerable improvements were made, that at length they were constructed so that a thousand spindles were put in motion by a water-wheel, without confusion, and with less waste of cotton than by the former method. It was also contrived to card and scub by machinery; but these branches require a greater range of invention to be brought to perfection.

Upon these machines twist for warps is made to any degree of fineness; mules were afterwards invented, by which weft was spun as fine as desired.

The newly-invented steam-engines were a great improvement, and employed to a great advantage, as the application of machinery to several branches of business was thereby extended. The engines consume a vast quantity of coal, and have rendered that useful article very dear: but they have been the means of accelerating motion, and of providing and diffusing, in a great degree, the money requisite for the advance.

The trade of Manchester is carried on to a sur-

prising extent; and with a success hitherto unknown in the history of commerce, has spread itself over all the civilized world, and wafted the articles made at its manufactories to the most distant shores of both hemispheres. They consist of an almost endless variety, both of cotton yarns and manufactured goods. Cotton yarns being spun any weight from three hundred hanks in the pound; and the variety of goods made from cotton, and silk and cotton mixed, are almost innumerable, as the pattern cards and books of its merchants will abundantly prove.

Public Buildings.

The *Town Hall* is a noble erection of the Ionic order, surmounted with a handsome dome: it is well worthy of a visit.

The *New Exchange* is a very handsome erection; it has two grand entrances, one in Market-street, the other in Exchange-street. The building is of the Doric order. The columns are fluted, and are twenty-seven feet high. The Post-office forms a part of this pile. The Exchange room is elegant and spacious; it comprises an area of 4,000 feet.

Churches.—There are in Manchester twenty-three churches and three chapels, connected with the establishment, the principal one being the old or collegiate church. This is a noble specimen of decorated architecture; both internally and externally it is well worthy of notice.

The Independents have seven chapels; the Irving-

ites, one; the Catholics, four; the Baptists, three; the Methodists, twenty-four! the New Jerusalem sect, two; the Presbyterians, one; the Scotch Church, one; Unitarians, four; Welsh Baptists, Calvinists, Independents, Methodists, seven.

The *Cemetery* is situated in Rusholm-road. It covers an area of four acres, but it is not to be compared with the establishments of Liverpool.

Libraries.—The *Chetham Library* is under the same roof as Chetham's Hospital, or Blue Coat School. It is rich in old and curious books, in works of ecclesiastical history, theology, and antiquities: it has also MSS. Strangers are gratuitously admitted, and may have access to the books from half-past eight o'clock till twelve in the morning, and from one to five in the afternoon.

The *Portico* contains a Library and News-room; it is situated in Mosley-street. One subscriber can admit a stranger to read the papers, magazines, &c. for three days; two subscribers can extend the privilege for a month.

Manchester Subscription Library, in Exchange-buildings, Ducie-place. It contains about 20,000 volumes, and has 400 subscribers.

The *Subscription Library*, in Exchange-buildings; this library has about 350 subscribers.

The *Subscription Library for promoting general knowledge*, in Newall's-buildings, Market-street, contains about 6,000 volumes, and has 350 subscribers.

Newspapers.—The *Manchester Courier*, high Tory; the *Chronicle*, moderate Tory; the *Guardian*, Ministerial; the *Advertiser*, Cobbettite; the *Times*, moderate Radical.

The *Royal Manchester Institution*, for the encouragement of arts and sciences, is situated in Mosley-street. It is a splendid erection, and in it is held an exhibition of paintings. Manchester has also an *Agricultural and Horticultural Society*, and a *Natural History Society*.

The *Mechanics' Institution* is a noble building, situated in Cooper-street. Regular courses of lectures are delivered, syllabuses of which may be there gratuitously obtained.

Charitable Institutions.—Manchester Royal Infirmary, Dispensaries, and Lunatic Asylum; Piccadilly, Salford, and Pendleton Dispensary, 19, Bank parade.

House of Recovery, Aytown-street.

Lying-in Hospital, Stanley-street Salford.

Sick Hospital, 16, Bond-street.

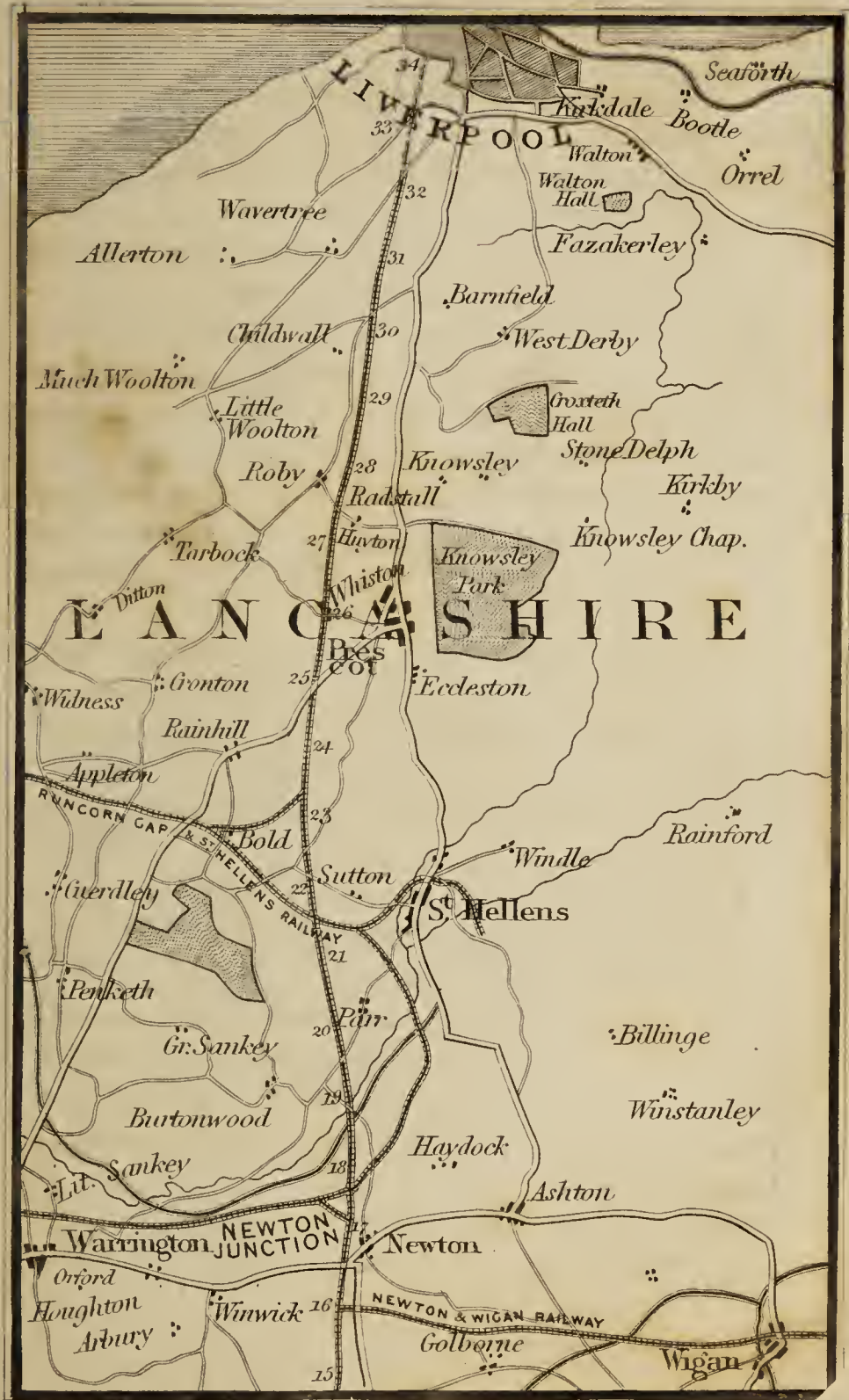
Female Penitentiary, Rusholm-road.

Institution for curing diseases in the eye, 35, Faulkner-street.

The Humane Society's receiving houses are four in number; *viz.* Lying-in Hospital, Stanley-street; the Ardwick and Ancoats Dispensary; the Lying-in Hospital, Salford; and the Salford and Pendleton Dispensary.

The Chorlton and Medlock Dispensary.

The Workhouse, Strangeways.





The Vagrant Office, Strangeways.

The Salford Workhouse, Green-gate.

The Pendleton Workhouse, Ford-lane.

Manchester and Salford District Provident Society; office, 11, St. James's-square.

The *New Bailey Prison* is situated in Stanley-street, Salford. It is an extensive building, in the form of a cross.

The *Repository* is situated in St. Anne's-square. Strangers would do well to visit this excellent institution.

Places of Amusement.

Albion Bazaar.—The principal entrances are in Deans'-gate and Police-street.

Theatres, &c.—The *Royal Theatre* is situated in Fountain-street. The company belonging to the Liverpool Theatre Royal perform here from Christmas to Easter, and occasionally during the other months of the year.

The *Queen's Theatre*, York-street. The performances are confined to pantomimes, melo-dramas, &c.

The *Assembly Rooms* are situated in Mosley-street. They consist of a ball-room, tea-room, card and billiard rooms.

The *Club House*, in Mosley-street, is next to the Royal Institution.

The *Concert Hall*, situated in Lower Mosley-street, was opened in the year 1831; the interior is both capacious and elegant.

The *Albion Club House* in King-street has been erected recently.

The *Botanic Gardens* are situated about two miles on the road to Altringham.

Baths.

The *Public Baths* are situated at the entrance of the Infirmary Walks. The profits of these baths are given to the Dispensary.

The *Adelphi Swimming Baths*, Reservoir-terrace, Salford.

The *Medicated Vapour Baths*, No. 1, Lloyd-street.

Whitlow's Medicated Vapour Baths, 35, George-street.

The *Dolphin Cold Baths*, Horrocks, Red Bank.

Markets.

The principal are, the New Market, in Brown-street; the Fish Market, in Market-place; and the Town-Hall and Market, in Salford, all of which are well supplied.

Post-Office Regulations.

The following are the Arrivals and Departures of the principal Mails at this office:—

ARRIVALS.				DEPARTURE.	
11. 45 A.M.	London	..	..	..	*2.15 P.M.
11. 45 P.M.†	—	..	..	..	‡6.15 —

* Principal London mail.

† With foreign letters for the first morning delivery.

‡ For a second delivery in London.

ARRIVALS.

DEPARTURES.

11.45 —	London .. .. .	||6.15 A.M.
11.45 A.M.	Bristol	2.15 P.M.
11.45 —	Birmingham	6.15 A.M.
4.15 P.M.	—	11.15 —
7.15 —	—	2.15 P.M.
11.0 —	—	6.15 P.M.
11.45 A.M.	{ Edinburgh }	9.15 A.M.
	{ Glasgow }	
3.40 P.M.	{ Carlisle }	4.15 P.M.
	{ Preston }	
8.40 A.M.	Liverpool	7.15 A.M.
0.40 —	—	9.15 —
2.10 P.M.	—	2.15 P.M.
3.40 —	—	5.15 —
6.40 —	—	— —
8.40 A.M.	Ireland§	2.15 P.M.
6.0 A.M.	Leeds	9.0 A.M.
3.30 P.M.	York	8.0 P.M.
3.45 —	{ Derby }	9.0 A.M.
	{ Nottingham }	
	{ Leicester }	
By Buxton:		
45.3 —	{ Ditto }	5.15 P.M.
	{ By Birmingham }	

General Deliveries at the Office.

The first, at eight until half-past eight in the morn-

|| For foreign letters on Tuesdays and Fridays.

§ Or 10.40. A.M., according to the arrival of Packets.

ing, includes letters from Liverpool, Newcastle, Stafford, Wolverhampton, Birmingham, Middleton, and Bolton, the greatest part of Yorkshire, Lincolnshire, Cambridgeshire, Hertfordshire, Norfolk, Northumberland, Sunderland, and Durham.

The second, at nine until a quarter before two in the afternoon, includes letters from Liverpool, Bolton, Blackburn, Burnley, Bury, Colne, Hyde, Denton, Geeecross, Gorton, Oldham, Stockport, Chester, all Saddleworth, Ashton-under-Line, Audenshaw, and Staleybridge, the counties of Salop and Hereford, Leominster, part of North Wales, Frodsham, Warrington, Dublin, and all Ireland.

The third, at half-past twelve at noon until a quarter before two in the afternoon, includes letters from London, Essex, Kent, and Sussex, Bristol, Falmouth, part of North Wales, the counties of Cornwall, Devon, Somerset, Oxford, Warwick, and all the west of England; also from Walsall, Wolverhampton, Stafford, Stone, Shiffnall, Newcastle-under-Lyne, Lawton, Congleton, Disbury, Cheadle, and Winslow.

The fourth, at half-past four in the afternoon until nine at night, includes letters from Derby, Ashbourn, Leek, Macclesfield, and Stockport, the counties of Bedford, Berks, Herts, Hants, Leicester, Northampton, and Suffolk; also includes letters from York, Leeds, Tadcaster, Bradford, Huddersfield, Halifax, Rochdale; parts of the counties of Suffolk, Herts, and Cambridge; also all Scotland, Lancaster, Preston, Chorley, and from Disley, Buxton, Bakewell,

Matlock, Belper, Sheffield; also Liverpool, per Railway.

The fifth, at half-past seven until nine at night, includes letters from Liverpool (per Railway), Birmingham, Wolverhampton, Stafford, Chester, Warrington, Northwich, county of Chester, Staffordshire.

There are three deliveries by the carriers; namely, at half-past eight in the morning, twenty minutes to one in the afternoon, and five o'clock, town deliveries, except on Sundays, when there is only a morning delivery. The deliveries of course must be delayed, if there be any irregularity in the arrival of the mails. The letter-carriers are in attendance at the office from half-past seven to eight in the morning, and four in the afternoon; but no letters can be delivered by them at the office, except to persons who have not been found when they have been on their rounds.

The office continues open for strangers from eight in the morning until ten at night;—on Sundays the office is closed from half-past ten till half-past twelve, and from three till five.

Hotels.

Buck and Hawthorn, St. Anne-street; *Buck*, Hanging-Ditch; *Bush Inn*, Dean's-gate; *Eagle Inn*, Market-street; *Golden Lion*, Dean's-gate; *Hare and Hounds*, Shude-hill; *Lower Turk's Head*, Shude-hill; *Mosley Arms*, Piccadilly; *Ditto*, Shude-hill; *New Boar's Head*, Hyde's-cross; *Old Boar's Head*,

Hyde's-cross ; *Palace Inn*, Market-street ; *Peacock*, Market-street ; *Royal Hotel*, corner of Mosley-street (the mails go from here) : *Swan Inn*, Market-street ; *Swan*, Whitley-grove ; *Talbot*, Market-street ; *White Swan*, Shude-hill ; *Commercial*, Market-street.

Hackney-Coach and Car Fares.

These fares are to be taken either for time or distance, at the discretion of the driver.

The following Fares include a reasonable quantity of Luggage :

	Carriages drawn by two Horses.		Carriages drawn by one Horse.	
	s.	d.	s.	d.
Any distance not exceeding 1172 yards	1	0	1	0
Any distance exceeding two-thirds of a mile, and not exceeding one mile, or 1760 yards.....	1	6	1	0
And for every succeeding third of a mile, or 586 yards	0	6	0	4
If for time, then for any time not exceeding a $\frac{1}{4}$ of an hour	1	0	1	0
For every succeeding $\frac{1}{4}$ of an hour ..	0	6	0	4
For every stoppage to take up more than once, and to set down more than twice, an additional ..	0	6	0	4
For every $\frac{1}{4}$ of an hour waiting, after being called.....	0	6	0	4

Bankers,

With the Houses they draw upon in London.

Bank of England, Branch Bank—Bank of England.

Savings' Bank. Mr. Jno. Atkinson, Agent, 1, Cross-street.

Cunliffes, Brooks, and Co., Market-street—R. Cunliffe, jun. and Co.

Daintry, Ryle, and Co., Norfolk-street—Whitmore, Wells, & Co.

B. Heywood and Co., St. Anne-street—Masterman and Co.

W. Jones, Lloyds, and Co., King-street—Jones, Lloyd and Co.
 Scholes, Tetlow, and Co., Cannon-street—Curries and Co.
 Bank of Manchester, Market-street—Denison and Co.
 Manchester and Liverpool District Bank, Spring Gardens—Smith,
 Payne, and Co.
 Northern and Central Bank, Crown-street—Westminster Bank,
 Union Bank, Crown-street—Glyn and Co.
 Commercial Bank of England, Mosley-street—Masterman and Co.
 Manchester and Salford Bank, King-street—Williams, Deacon, & Co.
 South Lancashire Bank, Crown-street—Barclay and Co.

Route to Liverpool.

Starting again from *Newton Junction Station*, we proceed westerly, and passing the *Sankey Viaduct*, which is a fine architectural structure of nine arches, each fifty feet span, and the embankment, close adjoining, seventy feet above the level of the country around, we obtain, on the north, a beautiful view of the Newton Race-course, Burton Wood, and the Sankey Canal (the first cut in England), where a great number of flats or barges are to be seen gliding quietly along. At the end of this embankment is

Collin's Green Station.—From this the train proceeds across Parr Moss, the township of which was the property of Catherine Parr, wife of Henry the Eighth. Owing to the nature of the land, great difficulty was experienced here by the contractors when making the road. Passing

St. Helen's Junction Station, we begin to ascend the steepest incline to be met with on any part of the line, being no less than one in ninety-six feet. A little on-

wards, the road is crossed by an iron bridge, with stone buttresses, on the Branch Railway from St. Helen's to Runcorn Gap. Near to this place a locomotive engine is kept, to assist the trains as they arrive up this incline.

Lea Green Gate Station, Sutton.—The level which succeeds extends about two miles; it was here that the carriages contended for the prize of £500, offered by the Manchester and Liverpool Railway Company, which was gained by the Rocket, built by Mr. R. Stephenson.

Leaving *Kendrick's Cross Station, Rainhill*, we pass under Rainhill-bridge, which is crossed by the Manchester and Liverpool turnpike-road. A little further on we begin to descend the inclined plane, the descent being in the same proportion as the ascent at the other end of the level, and with a velocity correspondent with the retarded motion of the ascent. We now pass in succession the Huyton, Roby-lane, and Broad-green stations. About half a mile from the latter station, we come to a place on the northern side of the road, for expediting the entrance of cattle on the trains appointed for their reception, in which they are conveyed to Manchester. About a quarter of a mile further is the excavation of Mount Olive, which in some places is nearly seventy feet below the surface of the adjacent fields.

Edge Hill Station is the last before entering Liverpool. The engine is here detached from the train,

and, gliding down the long and dark tunnel, we arrive at the new station in Lime-street. This tunnel is 2,230 yards long, twenty-five feet wide, and seventeen feet high. There are other stations in Liverpool besides this, connected with their respective tunnels leading to the open country, as Crown-street, now used principally for the conveyance of coals. Another tunnel communicates with the Company's station at Wapping, 2,250 yards long, twenty-two feet wide, and sixteen feet high, through which is conveyed general merchandize ; besides which there is another smaller one, formerly used by the carriage trains passing between Manchester and Liverpool, 291 yards long, twelve feet wide, and fifteen feet high. At the head of these tunnels is an area, in which is kept the stationary engines, used to draw the carriages up the inclined planes of the several tunnels.

LIVERPOOL.

It may safely be said that amongst the numerous commercial towns in Great Britain, not one has so rapidly increased in extent and opulence as Liverpool. From a small inconsiderable hamlet, merely a member of the parish of Walton, this thriving sea-port, by the spirited industry, enterprising pursuits, and speculating habits of its chief inhabitants, has, within a century and a-half, been singularly advanced in the scale of national importance ; and whilst many cities and boroughs have gradually sunk into insignificance

and degradation, Liverpool has extended her streets, augmented her commerce, and improved in the riches, arts, and luxuries of civilized life.

Liverpool lies low, and extends along the shore in an oval form. On the north the country is perfectly flat for some miles; on the east it is surrounded by a higher land, which rises gradually from the town to about a mile distance; so that, on the whole, it is pleasantly situated, and commodious for commerce. The high grounds on the east defend the town from the easterly winds, while it is open for the western breezes to allay the heats of summer; so that few places are more healthy and temperate than this. Snow, which rarely falls, seldom lies long, nor is the cold ever so intense here as in the inland parts; yet transitions from heat to cold, and the reverse, are frequent and sudden; perhaps no where more so. The air which comes from the sea is so salubrious, that, though the town is very closely built, epidemical disorders seldom show themselves, and when they do are of short continuance.

The soil is dry and sandy for two miles round Liverpool. The north-east shore discloses a prospect of barren sands for an extent of twenty miles; between the town and Kirkdale is a fine vale of rich marl under the surface, which affords excellent pasture; this was formerly arable land. The land near the town is very fertile in potatoes, a root no less useful to the poor than profitable to the farmer. The cultivation of this vegetable has been so much encou-

raged here, that the landholder frequently depends more upon a good crop of potatoes than of wheat or other grain.

This place is called in Saxon *Liferpole*; others name it Letherpoole, Lyverpoole, Lyrpole, Lerpoole, Leerpool, Livrepol, Lyverpol; and for some time it was mostly spelt Liverpool, which is indeed justified by some ancient MSS. and a charter, as far back as the year 1524. The etymology is not easily ascertained: every thing here produced has been mere conjecture. Some imagine it to have taken its name from a bird, formerly found in this place, called *liver*; but this very bird seems to have had no other than a fabulous existence. Others imagine it to have been derived from a sea-weed, known by the name of *liver* in the west of England; or from liver-wort, frequently found on the sea-coast. Others, again, suppose it might originate from the family of *Lever*, which is of ancient date, and whose arms are exemplified in a MS. in the Harleian Collection, at the British Museum, supposed to have been written as early as 1567. With respect to the latter part of the name, it is generally agreed that it was owing to a body of water with which this place was formerly overspread like a *pool*.

With regard to the ancient history of Liverpool, the first anecdote is a legendary tale, which it is not necessary to comment on; namely, that St. Patrick visited Liverpool in his way to Ireland, and that in commemoration of it a cross was erected, which,

though long since destroyed, still gives name to the place where it stood, near the lower end of Water-street. The history of the tower built by Roger de Poictiers is not at all interesting. It appears from Doomsday, that this Roger de Poictiers possessed all the land between the rivers Ribble and Mersey; but there is no mention of either town or village in this situation.

About 1360 the tower was the property of Sir Thomas Latham, who gave it, and other estates, with his daughter, to Sir John Stanley, who rebuilt and fortified it. The remains of it were long used as a prison; but these ruins were entirely removed in the autumn of 1819. Soon after this early date, charters were granted to Liverpool by Henry I., Henry II., and John. By the latter, for a fine of ten marks, it was made a corporation and a free borough for ever, with a guild for merchants, and other privileges. Additional charters were granted by Henry III., Edward III., Richard II., and Henry IV.

Liverpool, from the time of Elizabeth till the end of the next century, made but a slow progress either in the extent of its trade or in the number of its inhabitants; nor is there any remarkable occurrence recorded of it, except the siege of it by Prince Rupert, in the civil wars in 1644, some traces of which were discovered when the foundation of the Liverpool Infirmary was sunk, particularly the marks of the trenches thrown up by the prince, and some cartouches, &c. left behind by the besiegers.

At the time of this siege the town and castle were in the hands of the parliament forces, under the command of Colonel Moore, who defended the place against the army commanded by Prince Rupert. The siege began, according to Enfield, about the 2d of June, and for the space of a month the town made a vigorous defence, repelling the besiegers with great slaughter. A breach, however, being at last effected on the north side of the town, the prince and his army entered about three o'clock in the morning, putting all they met to the sword, until they arrived at the High Cross, situated where the Exchange now stands. Here they found a regiment of soldiers from the castle drawn up, who beat a parley and demanded quarter, which was granted, upon their becoming prisoners of war.

Soon after this siege the parliamentary forces re-took the castle, and Colonel Birch was appointed governor. The town of Liverpool was at this time and before, indebted to the family of Mores, at Bank-hall, for several buildings dedicated both to public and private uses. The ancient Charity School was chiefly founded by that family, and some of the streets derive their names from them.

From the acts of Parliament made in favour of the town from the reign of William and Mary to that of George II., we may trace the rapid progress of population and commerce in this flourishing place.

In 1565 it appears that there were in Liverpool only 138 householders and cottagers, and all the

shipping of the place did not amount to more than ten barks (the largest of forty tons burthen) and two boats, the whole making 223 tons, and navigated by twenty-five men ; and at Wallasey, a creek opposite, were three barks and boats.

From this period to that of the civil wars, the increase of its population and trade could not be very considerable, since we find no mention of the place worthy of being recorded ; yet it must have received some augmentation to have enabled it to undergo the siege already mentioned.

In the year 1710 the great increase of trade suggested the necessity of a dock to receive the shipping, and accordingly an Act of Parliament was obtained for the purpose of empowering the town to construct one. At this period there were eighty-four ships belonging to the port, averaging about seventy tons burthen each, and navigated by eleven men at an average.

According to Dr. Enfield, the number of houses in 1753 amounted to 3,700, and of inhabitants about 20,000. In 1760 the number of houses was 4,200 and, according to the doctor's mode of calculation, the number of inhabitants 25,000 ; and the tonnage of shipping belonging to the port was about four times that of the year 1709.

The town was, in 1765, provided with a Custom-House, a large and handsome Exchange, a neat Theatre, and all other useful and ornamental structures belonging to a wealthy commercial town.

Liverpool now began to derive considerable commercial advantages from the Duke of Bridgewater's Canal, which brought such plentiful supplies of coal, as greatly added to the exportation of that commodity from this port.

In the year 1786, 2,800 vessels were cleared outwards from this port, and above 3000 inwards. The duties paid at the custom-house in 1784 amounted to £640,510.

The merchants of Liverpool trade to all parts of the world, but the most beneficial trade is to the West-Indies, the Baltic, America, Spain, Portugal, the ports of the Mediterranean, and the North and South Whale Fisheries. During the last war, this port carried on more foreign trade than any town in England; and such is the state of it at present that there are near eight thousand vessels cleared from it in one year to different parts of the world.

According to estimates that have been carefully made, it appears that Liverpool navigates one-twelfth part of all the shipping of Great Britain; that it has one-fourth part of the foreign trade of Great Britain; one-half of the trade of the city of London, and one-sixth part of the general commerce of Great Britain.

By the completion of the late inland navigation, Liverpool has communication with the river Dee, Ribble, Ouse, Trent, Derwent, Severn, Humber, Thames, Avon, &c., which navigation, including its windings, extends above five hundred miles, in

the counties of Lincoln, Nottingham, York, Westmoreland, Chester, Stafford, Warwick, Leicester, Oxford, Worcester, &c. The Mersey, upon which the town is situated, abounds with salmon, cod, flounders, turbot, plaise, and smelts, and at full sea is about two miles over. The Mersey is properly an arm of the sea, and subject to the variations of the tide; its breadth, from Leacombe Point to the opposite shore, is 1,200, and from the Pitch House to Birket Point, 1,500 yards, and is crossed by a ferry, the passengers being carried to shore on men's shoulders; but this only occurs at low water; there are convenient slips, &c., where at all other times of the tide, passengers, cattle, &c., are landed with ease and expedition. Ships of any burthen may come up with their full lading, and ride before the town, which is quite open and unfortified. There is a navigation from hence farther up the Mersey, and that for ships of burthen too, as high almost as Warrington, and also up the south channel, as they call the river Weaver, but it is chiefly for salt, and Cheshire cheese, of which great quantities are shipped off here for the west and south parts of England.

The present Corporation consists of a Mayor, Recorder, sixteen Aldermen, forty-eight Councillors, two Bailiffs, a Town Clerk, and various subordinate officers. The Mayor is elected annually by the Council on the 9th of November.

Liverpool sends two members to Parliament; the constituency is 17,427 in number, and consists of the old freemen and householders of £10 and upwards.

The Docks

must be considered as the peculiar feature of Liverpool. They are imperishable memorials of the industry, enterprise, and perseverance of its inhabitants.

The Clarence Dock was opened on the 16th of September, 1830; it is exclusively appropriated to steam-packets.

The Waterloo Dock, the Victoria Dock, and the Trafalgar Dock communicate with each other, and add materially to the convenience of the port.

The Prince's Dock is appropriated to the American packet ships and transient vessels. The remaining docks are the

George's Dock, Canning Dock, Salt-house Dock, The Duke of Bridgewater's Dock, The King's Dock, The Queen's Dock, The Brunswick Dock.

Public Buildings.

The Town-Hall—The Town Hall is situated at the end of Castle-street. The interior may be seen by the public; the gallery surrounding the dome presents a complete panorama of Liverpool and the neighbouring country; on the west the view is bounded by the Welsh mountains.

The *Exchange-Buildings* were finished in January

1809, at a cost of near £111,000, which was raised by subscription in £100 shares. These buildings, form, with the Town-Hall, a quadrangle of 35,066 square yards. In the centre of this area is a bronze monument, erected in 1813 to the memory of Lord Nelson. It was modelled and cast by R. Westmacott, Esq., R.A., and cost £9,000.

Government Offices are situated at the bottom of South Castle-street; and, under the same roof, are the offices for the *Customs*, the *Excise*, the *Dock Trust*, and the *Post-Office*. The latter was not opened when these pages went to press.

The Sessions House is a large quadrangular edifice of stone. In this the judicial business of the assizes for a portion of the county of Lancashire, and the borough, is transacted; and in it also are held the courts of quarter sessions of West Derby.

The Telegraph situated at the bottom of Chapel-street, may be visited by strangers.

The Infirmary, *The House of Industry*, and *Lunatic Asylum*, are well adapted to their objects.

The Statue of George the Third is situated at the bottom of Pembroke-place, in London-road.

Churches and Chapels.

The *Churches* in this town are twenty-four in number. The following are the most worthy of attention:—St. Luke's, at the top of Bold-street; St. George's (the Corporation church), at the top of

Lord-street; St. Nicholas's, at the bottom of Chapel-street; St. Paul's, in St. Paul's-square (it is a miniature representation of the London cathedral); St. Catherine's, in Abercromby-square; and the Blind Asylum, in Duncan-street East: the latter is well worthy of a visit, the service being most admirably chaunted, as in our cathedrals. The clocks of St. Peter's Church, in Church-street, St. Nicholas's Church, in Chapel-street, and St. George's, in Lord-street, are illuminated.

The *Chapels of the Independents* are Bethesda, Duncan-street, London-road; Gloucester-street Chapel; Great George-street Chapel; Great Crosshall-street Chapel; Renshaw-street Chapel; Toxteth-park Chapel.

The *Baptists* have chapels in Byrom-street, Comus-street, Cockspur-street, Great Crosshall-street, Lime-street, and Russell-street.

The *Wesleyan Chapels* are Benn's Garden Chapel; Brunswick Chapel, Moss-street, London-road; Leeds-street Chapel; Mount-pleasant Chapel; Pitt-street Chapel; Wesley Chapel, Stanhope-street.

Scotch Churches.—St. Andrew's Church, Rodney-street; Oldham-street Church. The Scotch Secession Churches are in Mount Pleasant and Russell-street; and the Scotch Baptist Church is in Hunter-street.

Roman Catholic Chapels are St. Mary's, Lumber-street; St. Anthony's, Scotland-road; St. Patrick's, Toxteth Park; St. Peter's, Scel-street; St. Nicholas's, Blake-street.

The *Friends' Meeting House* is in Hunter-street ; the *Jews' Synagogue*, in Seal-street.

Unitarian Chapels.—There are two ; one in Paradise-street, and the other in Renshaw-street.

Charitable Institutions

are very numerous in this town, well-supported, and may be said to reach human suffering in every shape, as may be seen by the following list :—

Alms-houses, St. Mary's-lane ; Blue Coat Hospital, School-lane ; Blind Asylum, London-road ; Bethel Union Ship, King's Dock ; Charity Schools ; Charity Institution House, Slater-street ; Charity (the Ladies') for Relief of Women in Child-bed ; Dispensaries—one in Vauxhall-road, one in Upper Parliament-street ; Female School of Industry, Heathfield-street ; Female Penitentiary, Crabtree-lane ; House of Recovery, Workhouse ; Infirmary, Brownlow-street ; Institution for Diseases of the Ear, Duke-street ; Infants' Schools, several of them ; Lunatic Asylum, Ashton-street, Brownlow-hill ; Marine Society Mariners' Church ; Marine Humane Society ; Mariners' Church Society, Ship in St. George's Dock ; Naval Bible Society, Mariners' Church ; Ophthalmic Institution, in Slater's-court ; Society for Bettering the Condition of the Poor, Saving's Bank, Bold-street ; Society for Promoting Christian Knowledge, Ranelagh-street ; Stranger's Friend Society ; School for the Deaf and Dumb, Wood-street ; Welsh Charitable Society, Russel-place.

Places of Amusement.

The Theatre Royal is on the east side of Williamson-square. The building is of brick; with a stone front, and emblematical figures in bas-relief. The interior decorations are new and chaste; the stage is large, and the voice is heard most intelligibly in the remotest part of the building.

The Royal Amphitheatre is situate in Great Charlotte-street. The exterior is stuccoed in imitation of stone. The interior is both commodious and tastefully fitted up. This theatre is principally used for equestrian performances and pantomimic exhibitions.

The Liver Theatre is most centrally situated in Church-street. The interior is very neatly fitted up, has an excellent stage, and receives a large portion of public patronage. Open from December to May.

The Queen's Theatre, or Circus.

The Sans Pareil, situated in Great Charlotte-street.

The Wellington Concert Rooms are situated at the upper part of Mount Pleasant, and the corner of Great Orford-street. This edifice has a handsome stone front.

The Pistol Gallery is situated in Tarlton-street.

The Prince's Parade, on the west side of Prince's Dock, is 750 yards long, by 11 wide, and for the most part protected from the river by a low battlement. This is one of the most agreeable parades in the town, particularly at high water, when the estuary is often covered with shipping.

St. James's Walk, or The Mount, commands a fine view of Liverpool, the sea, the river, and the Cheshire coast.

The Zoological Gardens.—Admission tickets may be gratuitously obtained at most of the hotels. Each visitor, however, pays one shilling on admission.

The Botanic Garden, in Edge-lane. Tickets may be obtained at the hotels.

Institutions.

The Royal Institution is situated in Colquitt-street. The objects of the Society are the diffusion and advancement of literature and the fine arts. There are some tolerable paintings, a museum, and a statue gallery.

Mechanics' Institution, situated in Mount-street.

Libraries and News-Rooms.

The Athenæum, established in 1779, is situated in Church-street. The library is supported by subscribers of £2 2s. each. It contains many valuable books.

The Lyceum is a large substantial building at the lower end of Bold-street. It contains an extensive library and well supplied reading-room.

Law Library is situated in Clarendon-buildings.

Union News-room, is situated in Duke-street.

The Public Library, for the use of male and female apprentices, founded in 1822.

The Philosophical and Literary Society, founded in 1812.

Newspapers.

Monday.—“ALBION” (The). Whig.—“ADVERTISER” (Myers’s Mercantile). Commercial.

Tuesday.—“STANDARD” (The Liverpool). Conservative.

—“TIMES” (The Liverpool). Whig.—“MAIL.” Conservative.

Wednesday.—“COURIER” (The Liverpool). Tory.
—“TELEGRAPH.” Whig.

Thursday.—“ADVERTISER” (Gore’s General). Principally Commercial.—“MAIL.”

Friday.—“MERCURY” (The Liverpool). Whig.
—“STANDARD” (The Liverpool).

Saturday.—“CHRONICLE” (The Liverpool). Whig.
—“JOURNAL” (The Liverpool). Radical.—“MAIL.”

Baths.

The New Baths are situated on the west side of St. George’s Dock.

Sadler’s Baths, Hanover-street.

Whitlaw’s Medicated Vapour Baths are much celebrated.

The Floating Bath is, in the summer time, moored off the Prince’s Parade. The most favourable time for bathing is as the tide comes in. These baths are very clean and commodious.

The Cemeteries.

St. James’s Cemetery is situated at the top of Duke-street.

The Necropolis, or Low Hill Cemetery, is situated at Low Hill.*

Markets.

St. John's Market is situated in Great Charlotte-street; it is 183 yards long by 45 broad, comprising an area of 8,335 yards, and was erected at an expense of near £40,000.

New Fish Market, opposite the eastern entrance of the above market, is a commodious building.

St. James's Market is situated at the south end of Great George-street. It was erected by the Corporation at an expense of £14,000.

The North Market has two fronts—one in Scotland-road, and the other in Bevington-bush. It is 213 feet long by 135 wide, and was erected by the Corporation.

The Islington Market is situated on the top of Shaw's Brow.

The Cattle Market is three miles from Liverpool, on the London road.

The Corn Exchange, in Brunswick-street, is a handsome structure; it was erected by subscription, at an expense of £10,000.

Post-Office.

Delivery of Letters.—The *first delivery* commences at 8 A.M., and the office continues open till the arrival of the *London Mail* (per Grand Junction Railway), about 11 40 A.M. The letters comprised in this

* These elegant depositaries for the dead are well worthy of attention.

delivery are those of the over-night Birmingham mail (with a bag from Manchester and a foreign bag from London); the Holyhead and Carlisle mails (with bags from Edinburgh and Glasgow); and the Dublin packet.

2d Delivery commences about 9, with the first Manchester mail per Railway; bringing also bags from Rochdale, Halifax, Bradford, Leeds, and York.

3d Delivery commences about 10 45 A.M., and includes the letters by the 2d Manchester mail per Railway, with a bag from Newton.

4th Delivery commences about 12 30 A.M. (and continues until about 3 40 P.M.), in which are included bags from Birmingham, Walsall, Wolverhampton, Penkridge, Stafford, Newcastle, Nantwich, Middlewich, Northwich, Preston-brook, Warrington, Eccleshall, Stone, Towcester, Northampton, London, Bristol, Exeter, Falmouth; and the letters from Portugal, North and South America, and the West Indies, are also included in this delivery.

5th Delivery commences about $\frac{1}{4}$ past 1 P.M., and includes letters brought by the *Bristol mail*.

6th Delivery commences about 4 P.M., and includes letters brought by the 3d Manchester mail, per Railway.

7th Delivery commences about 4 50 P.M., and includes bags from Birmingham, Wolverhampton, Stafford, Warrington, Prescott, and Edinburgh, Glasgow, Carlisle, Lancaster, Preston, Chorley, and Wigan.

8th Delivery commences at 10 minutes past 6, with the letters by the *Lancaster mail*, from Ormskirk and Maghull.

9th Delivery commences at $\frac{1}{4}$ past 7 P.M. It includes the letters of the 4th Manchester mail (per Railway), with bags from York and Leeds.

10th Delivery commences about 7 30 P.M., and includes bags from Bristol, Northampton, Towcester, Birmingham, Walsall, Wolverhampton, Penkridge, Stafford, Newcastle, Nantwich, Middlewich, Northwich, Preston-brook, Warrington, and Prescott.

The Delivery closes finally at 9 P.M.; on Sundays at 8 P.M.

There are *three deliveries* within the town by letter-carriers, every day (except Sunday); the *first* delivery to commence about 8 A.M.; the *second* about $\frac{1}{2}$ past 12; the *third* about 5 P.M. On *Sundays* only the *first*, at 8 A.M.

When any delay occurs in the arrival of the mails, a corresponding delay will, of course, occur in the delivery.

The office is closed *on Sundays* from 9 A.M. until 1 30 P.M., and finally at 3 P.M.

Despatch of Letters.—The following are the hours at which the letter-box is closed for making up the several mails, and at which each mail is despatched :

Box closes at

Despatched at

FIRST GRAND JUNCTION.

H. M.	{	Bags made up for Warrington, Preston Brook, Northwich, Middlewich, Nantwich, Congleton, Newcastle, Market-Drayton, Stafford, Penkridge, Wolverhampton, Walsall, and Birmingham; and on <i>Tuesdays and Fridays</i> a FOREIGN BAG to London. <i>The postage of Foreign Letters can be paid from 5 30 to 6 A.M. and up to 9 o'clock the previous evening.</i>	H. M.
6 0 A.M.			6 20 A.M.

FIRST MANCHESTER MAIL.

6 30 A.M.	{	Bags for Manchester, Bolton, Rochdale, Leeds, and York	6 50 A.M.
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LANCASTER MAIL.

8 0 A.M.	For Maghull, Ormskirk, and Southport	8 15 A.M.
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SECOND MANCHESTER MAIL.

8 30 A.M.	{	A bag for Prescott, and (<i>per Railway to Newton</i>) bags for Newton, Wigan, Chorley, Preston, Lancaster, Carlisle, Glasgow, Edinburgh, and Manchester	8 50 A.M.
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SECOND GRAND JUNCTION.

11 0 A.M.	{	Bags for Warrington, Stafford, Wolverhampton, and Birmingham	11 20 A.M.
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THIRD MANCHESTER MAIL.

11 30 A.M.	{	For Prescott, St. Helen's, Warrington, Wigan, Bolton, Blackburn, Colne, Bury, and Manchester	11 50 A.M.
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PENNY POSTS.

11 0 A.M.	{	For Birkenhead, Upton, Seacombe, New Brighton, Crosby, Bootle, Walton, West Derby, Old Swan, Woolton, and Wavertree.	12 45 P.M.
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FOURTH MANCHESTER MAIL.

1 30 P.M.	{	For Newton, Prescott, Warrington, and Manchester	1 50 P.M.
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THIRD GRAND JUNCTION.

1 45 P.M.	{	Bags for Prescott, Warrington, Preston-Brook, Northwich, Middlewich, Nantwich, Newcastle, Eccleshall, Stone, Stafford, Penkridge, Wolverhampton, Walsall, Birmingham, Towcester, Northampton, LONDON, and Bristol; and Letters for Portugal, North and South America, and the West Indies. <i>The Letters for London sent by this despatch will be included in the first delivery there the following morning</i>	2 20 P.M.
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Box closes at

Despatched at

CARLISLE MAIL.

11. M. 4 0 P.M.	{	For Ormskirk, Preston, Chorley, Wigan, Bolton, Bury, Blackburn, Haslingden, Lancaster, Westmoreland, Cumberland, and all Scotland	H. M. 4 30 P.M.
		FIFTH MANCHESTER AND THE YORK MAILS.	
4 30 P.M.	{	For Manchester, Rochdale, and the Counties of York, Lincoln, and Durham (per Railway)	4 50 P.M.
		BRISTOL MAIL.	
4 30 P.M.	{	For Chester, South Wales, and Bristol	5 0 P.M.
		DUBLIN MAIL PACKET.	
4 30 P.M.	{	For Ireland	5 0 P.M.

BOLTON MAIL.

4 30 P.M.	For Bolton	5 0 P.M.
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HOLYHEAD MAIL.

5 30 P.M.	{ For Birkenhead, New Ferry, Chester, and North Wales }	6 0 P.M.
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FOURTH GRAND JUNCTION.

6 0 P.M.	{ Bags for Manchester, Warrington, Stafford, Wolverhampton, Birmingham, and London. The Letters for London sent by this despatch will be delivered there about 11 A.M. }	6 20 P.M.
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India.—Letters to and from the East-Indies are regularly forwarded by ships. The postage must be paid when posted.

The rate outwards is two-pence per package under three ounces, and one shilling per ounce above that weight.

Letters conveyed outwards in *sealed* bags, are chargeable with eight-pence *single*, if sent by ship from the port at which they are posted; but if sent from any inland town, or to another port, one shilling, which must be paid when posted.

Foreign Letters.—No letters for foreign parts, except British America, the British West-India Islands, and France, can be forwarded, unless postage be first paid; in default, they are sent to the General Post-office, *London*, opened, and returned back to the writers.

Foreign Post Days, at 2 20 P.M.

For Demerara, Jamaica, and the Leeward Islands, 1st and 15th day in every month; North America and the Bahamas, the first Wednesday in each month.

For Carthage, Mexico, Cuba, Honduras, and Havannah, 15th of every month.

For Portugal, every Friday.

For South America, La Guara, Madeira, Gibraltar, and the Mediterranean, the first day of every month.

The Rail-road.

The trains start for Manchester at the following hours, and leave Manchester for Liverpool at the same time :

FIRST CLASS.	SECOND CLASS.
7 o'clock	7 $\frac{1}{4}$ o'clock.
9 —	10 —
11 —	12 —
2 —	3 —
5 —	5 $\frac{1}{2}$ —
7 —	7 —

(*The latter Train stopping only at NEWTON.*)

Except on Tuesdays and Saturdays, when the evening Second Class train, from Manchester, will start at six o'clock, instead of half-past five o'clock.

ON SUNDAYS.

FIRST CLASS.	SECOND CLASS.
8 o'clock	7 o'clock
5 —	5 $\frac{1}{2}$ —

LIVERPOOL AND MANCHESTER TO WIGAN.

By the First Class train, 7 o'clock in the morning.

By the Second Class trains, 10, 12, 5 $\frac{1}{2}$ o'clock.

On Sundays.—By the Second Class trains, 7, 5 $\frac{1}{2}$ o'clock.

LIVERPOOL AND MANCHESTER TO BOLTON.

By the First Class train, 9 o'clock in the morning.

By the Second Class trains, 7 $\frac{1}{4}$, 12, 5 $\frac{1}{2}$ o'clock.

On Sundays.—By the Second Class trains, 7, 5½ o'clock.

LIVERPOOL AND MANCHESTER TO ST. HELEN'S.

By the Second Class trains, 7¼, 10, 12, 3, 5½ o'clock.

On Sundays.—By the Second Class trains, 7, 5½ o'clock.

LIVERPOOL AND MANCHESTER TO RUNCORN GAP.

By the Second Class trains, 7¼, 3 o'clock.

On Sundays.—By the Second Class trains, 7, 5½ o'clock.

Fares.—Mails, 6s. 6d. Coaches, 5s. 6d. Open Carriages, 4s. 6d.

FROM LIVERPOOL.				ARRIVAL AT BIRMINGHAM.			
	H. M.					H. M.	
First Class	6.30	A.M.	.. .. .	.. .. .	11.5	A.M.	
Mixed	8.30	—	.. .. .	.. .. .	2.0	P.M.	
First Class	11.30	—	.. .. .	.. .. .	4.5	—	
First Class	2.30	—	.. .. .	.. .. .	7.5	—	
Mixed	4.30	—	.. .. .	.. .. .	10.0	—	
First Class	6.30	—	.. .. .	.. .. .	11.5	—	

On Sundays.—The four First Class trains only, with the addition of Second Class coaches, will start at the same hours as on the week days, but will not take up and set down passengers at any but at the six principal stopping places.

Coach Offices.

Angel Inn, Dale-street; Eagle, Water-street; Morgan's, Fenwick-street; Wellington, Dale-street; Saracen's Head, Dale-street; White Horse, Dale-street; Golden Lion, Dale-street; Feathers, James-street; Dodd's, James-street; Boar's Head, Water-street.

Hackney Coach Fares,

Which include a reasonable quantity of luggage.

	<i>s.</i>	<i>d.</i>
Not exceeding 1,000 yards	1	0
Exceeding 1,000 yards, and not exceeding 1,700	1	6
And for each 700 yards, or any intermediate distance	0	6

Car Fares.—Two-thirds of the above Fares.

N.B.—Carriages with two horses and two wheels, or one horse and two wheels, or one horse and four wheels, are considered cars. If a coach or car be detained above ten minutes, to be allowed sixpence for every ten minutes detained.

	<i>s.</i>	<i>d.</i>
Coach hired by the day	18	0
Ditto by the hour, first hour	2	6
Ditto, and for every subsequent hour	1	6
Car hired by the day	12	0
Ditto, by the hour, first hour	1	6
Ditto, for every subsequent hour	1	0
Double fares to be paid after twelve o'clock at night, except on public ball nights; then, at such public balls, one o'clock.		

The driver has the option to be paid either time or distance.

Car Stands.

Stands.—Castle-street, St. George's Church, Clayton-square, Great George's-place, London-road, Scotland-place, the Baths at St. George's-dock.

Steam-Packets.

PLACE.	TIME OF SAILING.	OFFICES.
To Dublin.	Daily, at Five o'clock.	POST OFFICE PACKET, Capt. Chappel, India-bdgs.
Ditto.	Daily, according to the tide.	S. Perry, Clarence Dock, and 21, Water-street.
Greenock & Glas- gow.	Monday, Wednesday, and Saturday.	Matthie and Martin, 34, Water-street.
Ditto, Ditto.	Ditto, Ditto.	McIver and Co., 33, Wa- ter-street.
Londonderry.	Wednesday and Satur- day.	Moore and M'Creight, 20, Water-street.
Newry.	Twice a-week.	G. Purdon, 21, Water-st.
Carlisle and An- nan, calling off Whitehaven and Maryport.	Ditto.	Theakstone, Water-street.
Carlisle.	Once a-week.	J. D. Thompson, 9, Goree.
Drogheda.	Four times a-week.	W. Splaine, 20, Water-st.
Isle of Man.	Daily.	Moore and Christian, 23, Redcross-street.
Rhyl.	Daily in summer.	Office, 23, Water-street.
Beaumaris and Bangor.	Once a-week in winter, and daily in summer.	St. George Stm. Packet Co., J. R. Pim, 21, Water-st.
Cork and Bristol.	Once a-week.	Ditto, ditto.
Belfast.	Monday, Wednesday, and Friday.	Samuel Perry, 27, Water-st.
Belfast.	Wednesday.	John Mc Cammon, 27, Water-street.
Ditto	Monday and Friday.	Langtrys and Co., 30, Water-street.
Windermere, and the Lakes.	Four times a-week.	James Winder, 4, Strand- street.
Whitehaven.	Monday, Thursday, & Saturday, in Sum- mer; once a-week in winter.	Fisher and Steward.
[ford. Dundalk & Wex- Dundalk.	Once a-week. Tuesday, Thursday, and Saturday.	Thomas M'Tear. St. George Steam Packet Company; J. R. Pim, Water-street.
Dumfries.	Twice a-week in Sum- mer; once a-week in Winter.	R. Sproat, 20, Water-st.

Besides the above, steam-packets are going to the Cheshire shore every half-hour. Many pleasant excursions may be taken up or down the river, at the moderate charge of from threepence to sixpence each person.

Hotels.

The following are the principal:—*Adelphi*, Ranelagh-place; *Albion*, Ranelagh-street; *Angel*, Dale-street; *Bull*, Clayton square; *Commercial*, Dale-street; *Castle*, Clayton-square; *Feathers*, Clayton-square; *George*, Dale-street; *Grecian*, Dale-street; *King William IV.*, Williamson-square; *King's Arms*, Castle-street; *Neptune*, Clayton-square; *Royal Hotel*, corner of Moorfields, Dale-street; *Saracen's Head*, Dale-street; *Saddle Inn*, Dale-street; *Star and Garter Tavern*, Paradise-street; *Union*, Clayton-square; *Waterloo*, Ranelagh-street; *Wellington*, Dale-street; *York*, Williamson-square.

Bankers,

With the Houses which they draw upon in London.

Moss and Co., Dale-street—Barclay and Co..

A. Heywood, Sons and Co., Brunswick-street—Denison and Co.

Leyland and Co., 7, King-street—Masterman and Co.

Central Bank of England, 12, Temple-street—Esdaile and Co.

Borough Bank, Water-street—Glyn and Co.

Manchester and Liverpool District Banking Company, 43, Castle-street—Smith, Payne, and Smith.

I. Barned and Co., Lord-street—Sir C. Price, Marryat, and Co., and ult, Son and Co.

Liverpool Commercial Bank, High-street—Williams, Deacon, and Co.

Bank of Liverpool, Water-street—Glyn and Co.

Branch Bank of England, 55, Hanover-street—Bank of England.

Phoenix Bank, Dale-street—Grote, Prescott, and Co.

Commercial Bank of England, Water-street—Barnet, Hoare, and Co.

Liverpool United Trades Bank, South Castle-street—Currie, Raikes, and Co.

Albion Bank, North John-street—Grote, Prescott, and Co.

Union Bank, Water-street—Cunliffes and Co.

North and South Wales Bank—Robarts and Co.

Royal Bank, Water-street—Robarts and Co.

NON RAILROADS.

Den

M

afford		Whtmore		Crew		Hartford		Warringn to Liverpool or Manchest.
Miles		Miles		Miles		Miles		
14	1							
24 $\frac{3}{4}$	1	10 $\frac{3}{4}$						
36 $\frac{1}{2}$	1	22 $\frac{1}{2}$		11 $\frac{3}{4}$				
48 $\frac{3}{4}$	1	34 $\frac{3}{4}$		24		12 $\frac{1}{4}$		
68 $\frac{1}{4}$	1	54 $\frac{1}{4}$		43 $\frac{1}{2}$		31 $\frac{3}{4}$		Miles 19 $\frac{1}{2}$

ON THE

Those Towns in Italics are traversed by Coaches.

STATIONS.	London	TABLE OF DISTANCES																							
	Miles	Harrow	ON THE																						
HARROW.....	11½	Miles	Watford	LONDON AND BIRMINGHAM AND GRAND JUNCTION RAILROADS.																					
WATFORD	17½	6	Miles	Boxmoor	Those Towns in Italics are traversed by Coaches.																				
BOXMOOR	24½	13	7	Miles	Berksted.																				
BERKHAMPSTD.	28	17½	10½	3½	Miles	Tring																			
TRING	31¾	20½	14½	7¼	3¾	Miles	Leighton																		
LEIGHTON.....	39	27½	22½	15½	11	7¼	Miles	Den. Hall																	
DENBIGH-HALL	47½	37	31	24	20½	16¾	9½	Miles	Sto. Strat.																
<i>Stony Stratford</i>	53	42½	35½	28½	25	21¼	14	5½	Miles	<i>Towcester</i>															
<i>Towcester</i>	61	49½	43½	36½	33	29½	22	13½	8	Miles	<i>Weedon</i>														
<i>Weedon.....</i>	69	58½	52½	45½	42	38½	31	21½	16	8	Miles	<i>Daventry</i>													
<i>Daventry</i>	73	61½	55½	48½	45	41¼	34	25½	20	12	4	Miles	<i>Dunchrch</i>												
<i>Dunchurch</i>	80	68½	62½	55½	52	48¼	41	32½	27	19	11	7	Miles	<i>Rugby</i>											
RUGBY	85	73½	67½	60½	57	53¼	46	37½	32	24	16	12	5	Miles	<i>Coventry</i>										
COVENTRY.....	96	84½	78½	71½	68	70¼	57	48½	43	35	27	23	16	11	Miles	<i>Birmngm</i>									
BIRMINGHAM ...	114½	102	97	90	86½	82¾	75½	67	61½	53½	45½	41½	34½	29½	18½	Miles	<i>Wolvrrhtn</i>								
WOLVERHMPN	128¾	116¼	111¼	104¼	100¾	97	89¾	81½	75¾	67¾	59¾	55¾	48¾	43¾	32¾	14¼	Miles	<i>Stafford</i>							
STAFFORD	143¾	131¼	126¼	119¼	115¾	112	104¾	96¼	90¾	82¾	74¾	70¾	63¾	58¾	47¾	29¼	15	Miles	<i>Whtmore</i>						
WHITMORE	157¾	146¼	140¼	133¼	129¾	126	118¾	110¼	104¾	96¾	88¾	84¾	77¾	72¾	61¾	43¼	29	14	Miles	<i>Crew</i>					
CREW.....	168	157	151	144	140½	136¾	129½	121	115½	107½	99½	95½	88½	83½	72½	54	39¾	24¾	10¾	Miles	<i>Hartford</i>				
HARTFORD	180¼	168¾	162¾	155¾	152¼	148½	141¼	132¾	127¼	119¼	111¼	107¼	100¼	95¼	84¼	65¾	51½	36½	22½	11¾	Miles	<i>Warringn to Liverpool or Manchestr.</i>			
WARRINGTON ...	192½	181	175	168	164½	160¾	153½	145	139½	131½	123½	119½	112½	107½	96½	78	63¾	48¾	34¾	24	12¼	Miles	<i>Warringn to Liverpool or Manchestr.</i>		
LIVERPOOL or MANCHESTER }	212	200½	194½	187½	184	180¼	173	164½	159	151	143	139	131	127	116	97½	83¼	68¼	54¼	43½	31¾	19½	Miles	<i>Warringn to Liverpool or Manchestr.</i>	

[illegible]

FROM LONDON TO BIRMINGHAM AND LIVERPOOL,

AND FROM STATION TO STATION.

ERPOOL,

1ford	Whtmore		Crew		Hartford		Warringn to Liverpool or Manchest.	
1ss	Class		Class		Class		Class	
2d	1st	2d	1st	2d	1st	2d	1st	2d
2s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
2 0	2 0	1 6	2 6	1 6	2 6	2 0	4 0	3 0
3 6	2 6	1 6	2 6	1 6	2 6	2 0	4 0	3 0
3 6	5 0	3 0	2 6	1 6	2 6	2 0	4 0	3 0
36	7 0	5 0	5 0	3 6	2 6	2 0	4 0	3 0
40	10 0	8 0	9 0	6 6	6 6	5 0	4 0	3 0

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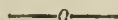
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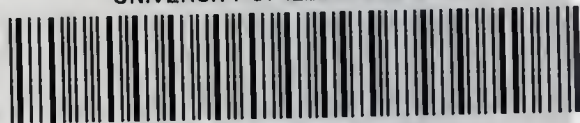




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